NACOmatic

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Contact:

Doug Ranz 248-318-0011 NACOmatic@hotmail.com

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		Alt#4		4		SPH	-	256				
		Rdr#4		8		TVR	-	261				
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		8M0	-	139								
		0R3	-	26								
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		1L0	-	231								
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		4R7	-	85								
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		5R8	-	77								
		6R1	-	269								
		ACP	-	215								
		AEX	_	30								
		ARA	-	168								
		ASD	_	252								
		BAD	-	60								
		BQP	_	42								
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		DRI	_	81								
		DTN	_	239								
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		F24	_	149								
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		GAO	_	93								
		HDC	_	98								
		HUM	_	106								
		HZR	_	210								
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		L38	_	95								
		L39	_	140								
		L83	_	264								
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		LFT	_	118								
		M79	_	227								
		MKV	_	146								
		MLU	_	154								
		MSY	_	174								
		NBG	_	191								
		NEW	_	200								
		OPL	_	218								
		POE	_	89								
		POE	_	222								
		RSN	_	234								
		SHV	-	243								

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS

$oldsymbol{\Lambda}$ IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALEXANDRIA, LA	
ESLER RGNL	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 26
NA when local weath	ner not available.

BASTROP, LA

MOREHOUSE

22 OCT 2009 to 19 NOV 2009

MEMORIAL RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34

NA when local weather not available.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN:

RYAN FIELDILS or LOC Rwy 1312 ILS or LOC Rwy 22R124

NDB Rwy 31²³ RADAR-12 RNAV (GPS) Rwy 4L4

RNAV (GPS) Rwy 22R4 RNAV (GPS) Rwy 314 VOR Rwy 4L³

¹ILS, Category D, 700-2. ²NA when control tower closed.

3Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

⁴NA when local weather not available.

BAY ST LOUIS, MS

STENNIS INTL RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR-A

NA when local weather not available

BOGALUSA. LA GEORGE R CARR MEMORIAL

AIR FIELD RNAV (GPS) Rwy 18

RNAV (GPS) Rwv 36

NA when local weather not available

ALTERNATE MINIMUMS NAME COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE

RGNLILS or LOC Rwv 181 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.

¹NA when control tower closed.

CORINTH, MS

ROSCOE TURNER ILS or LOC Rwy 18 RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36 NA when local weather not available.

DERIDDER.LA

BEAUREGARD RGNL RNAV (GPS) Rwy 18 RNAV (GPS) Rwv 36

NA when local weather not available.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR RNAV (GPS) Rwy 18 RNAV (GPS) Rwv 36

NA when local weather not available.

GREENVILLE.MS

MID DELTA RGNL ILS or LOC Rwy 18L1 NDB Rwv 36L1 NDB Rwy 36R1

RNAV (GPS) Rwy 18L2 RNAV (GPS) Rwy 18R² RNAV (GPS) Rwy 36L2 RNAV (GPS) Rwv 36R2

VOR/DME Rwv 18L2 VOR/DME Rwy 18R²

¹NA when control tower closed. ²NA when local weather not available.

GREENWOOD, MS

GREENWOOD-LEFLORE. ILS or LOC Rwy 181 VOR Rwy 52

¹ILS, Categories C,D, 700-2. 2Category D 800-21/



NAME



NAIVIE	ALTERNATE MINIMUMS	NAIVIE
GULFPORT, MS		JACKSON, MS
GULFPORT-BILOX	Ί	HAWKINS FIEL
INTL	ILS or LOC Rwy 1412	
	ILS or LOC/DME Rwy 3212	
	ILS or LOC RWY 353	¹ NA when cont
	RADAR-1 ²⁴	² NA when loca
	RNAV (GPS) Rwy 143	
	RNAV (GPS) Rwy 183	JACKSON-EVE
	RNAV (GPS) Rwy 323	INTL
	RNAV (GPS) Rwy 363	
	VOR/DME or TACAN Rwy 144	
	VOR/DME or TACAN Rwy 324	
	B,C,D, 700-2; Category E,	
	ategory E, 800-23/4.	
² NA when control		¹ NA when cont
	eather not available.	² ILS, Category
⁴ Category E, 800-	-2¾.	800-21/4.
HAMMOND IA		³ NA when loca
HAMMOND, LA	1011005	LACAVETTE
HAMMOND NORTH		LAFAYETTE,
RGNL	RNAV (GPS) Rwy 18	LAFAYETTE
NIAla a a la a a l a	RNAV (GPS) Rwy 31 ather not available.	RGNL
ina when local we	ather not available.	
HATTIESBURG,	MS	
HATTIESBURG BO		
		¹ NA when loca
1410141		
	RNAV (GPS) Z Rwv 13	² NA when cont
	RNAV (GPS) Z Rwy 13 VOR Rwy 131	² NA when cont ³ ILS. Category
NA when local we	RNAV (GPS) Z Rwy 13 VOR Rwy 13¹ ather not available.	² NA when cont ³ ILS, Category
	VOR Rwy 131	
	VOR Rwy 13 ¹ ather not available.	³ ILS, Category

ALTERNATE MINIMUMS

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL

RGNLILS Rwy 181 RNAV (GPS) Rwv 182 RNAV (GPS) Rwv 362

¹NA when control zone not in effect.

²NA when local weather not available.

HOUMA, LA

HOUMA-

TERREBONNE Copter VOR/DME 121 ILS or LOC Rwy 18123 RNAV (GPS) Rwy 1214 RNAV (GPS) Rwy 181

RNAV (GPS) Rwy 301 RNAV (GPS) Rwy 361 VOR/DME Rwy 301

VOR Rwy 12124

¹NA when local weather not available.

²NA when control tower closed.

3ILS, Category D, 700-2.

4Category D, 800-21/4.

NAME	ALTERNATE MINIMUMS
JACKSON, MS	
HAWKINS FIELD	ILS Rwy 161
	RNAV (GPS) Rwy 162
	RNAV (GPS) Rwy 34 ²

trol tower closed.

al weather not available.

ERS

...... ILS or LOC Rwy 34L12 RADAR-11 RNAV (GPS) Rwy 16L3 RNAV (GPS) Rwy 16R3 RNAV (GPS) Rwy 34L3

RNAV (GPS) Rwy 34R3

trol tower closed

y E, 700-21/4. LOC, Category E,

al weather not available.

LA

...... ILS or LOC/DME Rwy 4R13 ILS or LOC Rwy 22L23 RNAV (GPS) Rwy 4R1 RNAV (GPS) Rwy 22L1 RNAV (GPS) Rwy 291

al weather not available.

trol tower closed

y D, 700-2.

ES. LA

CHENNAULT INTL ILS or LOC Rwy 1512 VOR Rwy 3312

¹NA when control tower closed.

²Category E, 900-3.

LAKE CHARLES RGNL ILS or LOC Rwy 15 LOC BC Rwv 33

NA when control tower closed.

MC COMB, MS

MC COMB/PIKE COUNTY/

JOHN E LEWIS FIELD RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33

VOR/DME-A

NA when local weather not available.



ALTERNATE MINS



5	
NAME ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
MERIDIAN, MS	OLIVE BRANCH, MS
KEY FIELD ILS or LOC Rwy 1123	OLIVE BRANCHILS or LOC Rwy 1812
ILS or LOC Rwy 19 ²³	RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 134	NA when local weather not available.
RNAV (GPS) Rwy 434	¹ ILS, Categories, A,B,C,D, 700-2.
RNAV (GPS) Rwy 1934	² NA when control tower closed.
RNAV (GPS) Rwy 2234	
VOR-A ³⁴	PASCAGOULA, MS
¹ NA when control tower closed.	TRENTLOTTINTLILS or LOC Rwy 1712
² ILS, Category D, 700-2; Category E, 900-3.	RNAV (GPS) Rwy 172
LOC, Category E, 900-3.	RNAV (GPS) Rwy 35 ²
³ NA when local weather not available.	VOR-A ²³
⁴ Category E, 900-3.	¹ILS, 700-2.
MONDOE LA	² NA when local weather not available.
MONROE, LA	³ Category D, 800-2¼.
MONROE RGNL ILS or LOC Rwy 4 ILS Rwy 22	PATTERSON, LA
NA when control tower closed.	HARRY P. WILLIAMS
NA when control tower closed.	MEMORIAL VOR/DME-A
NATCHEZ, MS	Categories A, B, 1200-2; Category C, 1200-3.
HARDY-ANDERS FIELD NATCHEZ-ADAMS	Odiogonics 71, D, 1200 2, Odiogory 0, 1200 0.
COUNTY RNAV (GPS) Rwy 13	PHILADELPHIA, MS
RNAV (GPS) Rwy 18	PHILADELPHIA MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 36
RNAV (GPS) Rwy 36	NA when local weather not available.
VOR/DME Rwy 13	
NA when local weather not available.	PICAYUNE, MS
	PICAYUNE MUNI RNAV (GPS) Rwy 18
NEW IBERIA, LA	RNAV (GPS) Rwy 36
ACADIANA RGNLILS Rwy 34¹	NA when local weather not available.
RNAV (GPS) Rwy 16 ²	DAVMOND ME
RNAV (GPS) Rwy 34 ²	RAYMOND, MS
VOR or TACAN Rwy 16 ¹³	JOHN BELL WILLIAMS RNAV (GPS) Rwy 12
VOR/DME Rwy 34 ¹ NA when control tower closed.	RNAV (GPS) Rwy 30 NA when local weather not available.
² NA when local weather not available.	Category D, 900-23/4.
³ Category E, 900-3.	Odiogory D, 300 274.
Odlogory E, 500 5.	SHREVEPORT, LA
NEW ORLEANS, LA	SHREVEPORT
LAKEFRONT ILS or LOC Rwy 18R1	DOWNTOWN RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18R	VOR Rwy 14
RNAV (GPS) Rwy 36L	NA when local weather not available.
VOR/DME Rwy 36L	Category C, 800-21/4; Category D, 800-21/2.
NA when local weather not available.	
¹ Category D, 700-2.	SHREVEPORT
	RGNLILS or LOC Rwy 141
LOUIS ARMSTRONG	LOC Rwy 51
NEW ORLEANS INTL LOC Rwy 19	RADAR-11
Category D, 800-21/4.	RNAV (GPS) Rwy 23 ² 1Category E, 900-3.
OAKDALE, LA	² Category D, 800-2 ¹ / ₄ .
ALLEN PARISH RNAV (GPS) Rwy 18	January D, 000 2/4.

ALLEN PARISHRNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.





SULPHUR, LA

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH RGNL LOC Rwy 36 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNIILS or LOC Rwy 35 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

TUPELO, MS

TUPELO RGNLILS or LOC Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV **166** RADAR¹ - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

	, ,			DH/	<u>HAT/</u> HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
ASR ²	15		AB	660/24	494	(500-1/2)
			С	660/40	494	(500-3/4)
			D	660/50	494	(500-1)
			E	660/60	494	(500-11/4)
	33		AB	660/24	497	(500-1/2)
			С	660/40	497	(500-3/4)
			D	660/50	497	(500-1)
			E	660/60	497	(500-11/4)
CIR ³	All Rwy		ABC	NOT AUTH	ORIZED	
	-		D	720-2	554	(600-2)
			E	780-21/4	614	(700-21/4)

¹Opr 1200-0500Z++. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ³Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA	Amdt. 10C, JUN 5, 2008 (FAA)	ELEV 70
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BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR -	- 120.3 278.3 V								
	, —			HAT/				HAT/	1
			DA/	HATh	1/		DA/	HATI	h/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	31	ABCD	440-11/4	371	(400-11/4)				
	13	ABC	560-3/4	492	(500-3/4)	D	560-1	492	(500-1)
	22R	ABC	620 /50	550	(600-1)	D	620 /60	550	(600-11/4)
	4L	AB	620-11/4	551	(600-11/4)	С	620-11/2	551	(600-11/2)
		D	620-13/4	551	(600-13/4)				
CIRCLIN	٧G	AB	620-11/4	550	(600-11/4)	С	660-11/2	590	(600-1½)
		D	680-2	610	(700-2)				

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

DE RIDDER, LA

Orig, MAR 12, 2009 (FAA)

ELEV 204

BEAUREGARD RGNL

RADAR - 123 7 254 8 W A NA

	· · · · · · · · · · · · · · · · · ·	/ <u></u>		HAT/			HAT/	
			DA/	HATh/		DA/	HATh/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS	
ASR	36	AB	620 -1	423 (500-1)	CD	620-11/4	423 (500-11/4)	
	18	AB	700 -1	498 (500-1)	С	700-11/4	498 (500-11/4)	
		D	700-11/2	498 (500-11/2)				
CIRCLING	G	AB	700 -1	496 (500-1)	С	700-11/2	496 (500-1½)	
		D	760 -2	556 (600-2)				

When local altimeter not received use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

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GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 😿 🛕

			DA/	HATh/		DA/	HATh/	
	RWY GS/TCH/RPI	CAT		HAA CEIL-VIS	CAT		HAA CEIL-VIS	
ASR	32	ABC	440 /40	412 (500-3/4)	DE	440 /50	412 (500-1)	
	14	AB	440 /24	413 (500-1/2)	С	440 /40	413 (500-3/4)	
		DE	440 /50	413 (500-1)				
CIRCLIN	G	Α	500 -1	472 (500-1)	В	660 -1	632 (700-1)	
		С	660-13/4	632 (700-13/4)	D	660 -2	632 (700-2)	
		Е	820 -23/4	792 (800-2¾)				

ц л т /

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 11/2 mile. For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 11/2 mile.

JACKSON. MS JACKSON-EVERS INTL RADAR- 123.9 317.7 🔻 🛕

Amdt. 11B. MAY 11. 2006 (FAA)

ΗΔΤ/

ELEV 346

ΗΔΤ/

				IIAI	,			HALL	
			DA/	HAT	h/		DA/	HAT	h <i>l</i>
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	16R	AB	740 -1	421	(500-1)	CD	740-11/4	421	(500-11/4)
		E	740-11/2	421	(500-1½)				
	16L	AB	740 /24	429	(500-1/2)	С	740 /40	429	(500-3/4)
		DE	740 /50	429	(500-1)				
	34L	AB	800/24	472	(500-1/2)	С	800 /40	472	(500-3/4)
		D	800 /50	472	(500-1)	E	800/60	472	(500-11/4)
	34R	AB	820 /50	474	(500-1)	С	820 /60	474	(500-11/4)
		D	820 -1½	474	(500-1½)	Е	820 -1¾	474	(500-13/4)
CIRCLIN	G	Α	840 -1	494	(500-1)	В	880 -1	534	(600-1)
		С	880-11/2	534	(600-11/2)	D	900-2	554	(600-2)
		F	940-2	501	(600-2)				

LAFAYETTE, LA

When control tower closed procedure NA.

Amdt. 9, MAR 15, 2007(FAA)

Category E S-16L visibility increased ½ mile for inoperative ALSF-2. Category E S-34L visibility increased ½ mile for inoperative MALSR. Category E circling not authorized southwest of runway 16R-34L.

ELEV 43

LAFAYETTE RGNL

RADAR -	· 121.1 363.0 🔻						
			DA/	HAT/ HATh/		DA/	HAT/ HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	29	ABC	400 -1	358 (400-1)	D	400-11/4	358 (400-11/4)
	4R	AB	480 -1	440 (500-1)	С	480-11/4	440 (500-11/4)
		D	480-11/2	440 (500-1½)			
	11	AB	560 -1	518 (600-1)	С	560-11/2	518 (600-1½)
		D	560-13/4	518 (600-13/4)			
CIRCLING	3	Α	560 -1	517 (600-1)	В	580 -1	537 (600-1)
		С	580 -1½	537 (600-1½)	D	660 -2	617 (700-2)

When control tower closed, ASR NA.

CHENNAULT INTL										
RADAR - 119.8 282.3 ▲NA HAT/ HAT/										
			DA/				DA/	HATh/		
	RWY GS/TCH/RPI	CAT	MDA-VIS		CEIL-VIS	CAT	MDA-VIS		CEIL-VIS	
ASR	33	AB	540 -1	523	(600-1)	С	540-11/2	523	(600-1½)	
		DE	540-13/4	523	(600-13/4)					
	15	AB	560-1/2	544	(600-1/2)	С	560 -1	544	(600-1)	
		D	560-11/4	544	(600-11/4)	Е	560-11/2	544	(600-1½)	
CIRCLIN	G	AB	580 -1	563	(600-1)	С	580 -1½	563	(600-1½)	
		D	580 -2	563	(600-2)	E	880 -3	863	(900-3)	
	LAKE	CHARL	ES REGIONA	AL AL	TIMETER SETT	ING MI	NIMUMS			
ASR	33	AB	540 -1	523	(600-1)	С	540 -1½	523	(600-11/2)	
		DE	540-13/4	523	(600-13/4)					
	15	AB	580-1/2	564	(600-1/2)	С	580 -1	564	(600-11/2)	
		D	580 -11/4	564	(600-11/4)	Е	580 -1½	564	(600-1½)	

583 (600-1)

583 (600-2)

When local altimeter setting not received, use Lake Charles Regional altimeter setting. Procedure not available when Lake Charles Approach Control closed. For inoperative MALSR, increase Category E visibilities ½ mile.

600-1

600-2

AB

D

		,	
LAKE (CHARLE	S RG	NL
	440.05.0	F0 7F	

CIRCLING

LAKE CHARLES LA

LAKE CHARLES, LA Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

шлт/

583 (600-11/2)

883 (900-3)

600-11/2

900-3

С

Е

RADAR - 119.35 353.75

				ПАП				ПАІ	
			DA/	HAT	n/		DA/	HAT	h/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	5	ABC	380 -1	366	(400-1)	D	380-11/4	366	(400-11/4)
	33	ABC	380-3/4	368	(400-3/4)	D	380-11/4	368	(400-11/4)
	23	AB	440 -1	425	(500-1)	CD	440-11/4	425	(500-11/4)
	15	AB	440/24	428	(500-1/2)	С	440 /40	428	(500-3/4)
		D	440 /50	428	(500-1)				
CIRCLING	3	Α	440 -1	425	(500-1)	В	480 -1	465	(500-1)
		С	480-11/2	465	(500-1½)	D	580 -2	428	(500-2)

LIAT/

When control tower closed, procedure NA.

MERIDIAN	ELEV 316					
RADAR - (E) 1	34.1 266.	8 300.4 310.8 32	22.0 325.2		HAT/ *	
				DA/	HATh/	
PAR ¹	RWY 19L²	GS/TCH/RPI 3.0°/48/1124	<u>CAT</u> ABCDE	MDA-VIS	HAA 100	CEIL-VIS
PAR.	19L ³			416-1/4		(100-1/4)
	1R	3.0°/35/764 3.0°/38/874	ABCDE ABCDE	453-½ 470-¾	200 200	(200-½) (200-¾)
	19R	3.0°/37/881	ABCDE	494-3/4	200	(200-34)
PAR W/O GS ¹	19R		ABCDE	640-11/4	346	(400-11/4)
	1R		ABCDE	660-11/4	390	(400-11/4)
	19L⁴		AB	740-1/2	424	(500-1/2)
			CD	740-¾	424	(500-3/4)
			E	740-1	424	(500-1)
	1L ⁵		AB	760-3/4	507	(500-3/4)
			CD	760-1	507	(500-1)
			E	760-11/4	507	(500-11/4)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-11/4	375	(400-11/4)
	19R		AB	700-1	406	(400-1)
			C	700-11/4	406	(400-11/4)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-11/4	430	(400-11/4)
			DE	700-1½	430	(400-1½)
	19L ⁶		AB	780-1/2	464	(500-1/2)
			С	780-¾	464	(500-3/4)
			D	780-1	464	(500-1)
			E	780-11/4	464	(500-11/4)
	1L ⁷		AB	760-1/2	507	(500-1/2)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-11/4)
CIR	All Rwy ⁸		AB	820-1	504	(600-1)
			C	820-11/2	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-23/4)
151- 510- 7554 54	D - I I - D/	ND 4200 47007	T DAD		00	A I. I I 41. ! -

¹No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. ²When ALS inop, increase vis All CAT to ½ mile. ³When ALS inop, increase vis All CAT to ½ mile. 4When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1½ miles. ⁵When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. 6When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1½ miles. CAT E to 1¾ miles. 7When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. 8When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1½ miles.

RADAR INSTRUMENT APPROACH MINIMUMS Amdt. 6A, June 12, 2003 (FAA)

MONROE RGNL RADAR - 126.9 388.0 7 HAT/ HAT/ DA/ HATh/ DA/ HATh/

ELEV 79

HAT/

RWY GS/TCH/RPI CAT MDA-VISHAA CEIL-VIS CAT MDA-VISHAA CEIL-VIS ASR 22 ABCD 480-1 402 (500-1)4 ABC **560**/40 482 $(500-\frac{3}{4})$ D **560**/50 482 (500-1)CIRCLING (600-11/4) C AB 580-11/4 501 620-11/2 541 $(600-1\frac{1}{2})$ П 640-2 561 (600-2)

NEW ORLEANS, LA Amdt. 17A, JUN 5, 2008 (FAA) LOUIS ARMSTRONG NEW ORLEANS INTL

FIFV 4 RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 🔻

		D)A/	HATh/		DA/	HAT	1/
	RWY GS/TCH/RPI	CAT M	IDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	10	ABC 3	40 /24	336 (400-1/2)	D	340 /50	336	(400-1)
	28	ABC 4	00/40	397 (400-3/4)	D	400 /50	397	(400-1)
	19	ABCD 4	20 /60	420 (500-11/4)				
	CIRCLING	AB 5	20-11/4	516 (600-11/4)	С	520 -1½	516	(600-1½)
		D 5	80 -2	576 (600-2)				

HAT/

Rwy 10: Inoperative table does not apply to Category D. Rwy 19: Inoperative table does not apply.

MONROE, LA

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR^{1 2 13} - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 \(\overline{\psi} \)

					HAT/	
				DA/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	CEIL-VIS
PAR	4 ³	3.0°/51/973	ABCDE	99-1⁄4	100	(100-1/4)
	224	3.0°/43/861	ABCDE	249-¾	250	(300-3/4)
PAR W/O	4 ⁵		ABC	380-1/2	381	(400-1/2)
GS			DE	380-¾	381	(400-3/4)
	22 ⁶		ABCDE	300-1	301	(400-1)
ASR	4 ⁷		AB	420-1/2	421	(500-1/2)
			CD	420-3/4	421	(500-3/4)
			E	420-1	421	(500-1)
	22 ⁸		AB	460-3/4	461	(500-3/4)
			С	460-1	461	(500-1)
			D	460-11/4	461	(500-11/4)
			E	460-11/2	461	(500-11/2)
	14		AB	440-1	438	(500-1)
			С	440-11/4	438	(500-11/4)
			DE	440-11/2	438	(500-11/2)
	32°		AB	440-1	438	(500-1)
			С	440-11/4	438	(500-11/4)
			DE	440-11/2	438	(500-1½)
CIR ^{10 11 12}	All Rwy		AB	480-1	478	(500-1)
	•		С	500-11/2	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-21/4	638	(700-21/4)

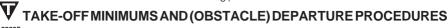
NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thid, 191' left of centerline.

¹No-NOTAM preventive maint Mon 1300-1800Z++. ²Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. ³When ALS inop, increase vis CAT ABCDE to ½ mile. ⁴When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles. ⁶When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles. ⁷When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁸When ALS increase CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1½ miles. ⁹Procedure NA at night. ¹⁰CAT E circling NA NW of Rwy 4-22. ¹¹Night circling NA to Rwy 32. ¹²When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1½ miles. ¹³GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-03007++

ELEV 329

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)

RADAR	- (E) 123.7 2	261.3 ANA Op	1400-0600Z	+ + exc hol.		
PAR	RWY 15 33	GS/TCH/RPI 3.0°/34/741 3.0°/42/799	_ CAT ABCI AB CD	DA/ MDA-VIS	HAT/ HATh/ HAA 200 256 256	CEIL-VIS (200-¾) (300-½) (300-¾)
ASR	33 15		AB CD AB C D	660-½ 660-¾ 780-1 780-1¼ 780-1½	337 337 451 451 451	(400-½) (400-¾) (500-1) (500-1½)
CIR	All Rwy		AB C D	820-1 820-1½ 880-2	491 491 551	(500-1) (500-1½) (600-2)
SHRE	VEPORT VEPORT - 119.9 335.	ŔĠŊĿ	dt. 3A, JUL 31, 2	, ,	IAT/	ELEV 258
RWY CIRCLII	GS/TCH/F NG		AB 800 800 820	HA-VIS H -1 5 -1½ 5 -2 5	IATh/ IAA 42 42 42 62 42	CEIL-VIS (600-1) (600-1½) (600-2) (900-3)



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the

(Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users

will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance

capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABERDEEN/AMORY.MS

MONROF COUNTY

NOTE: Rwv 18, pole 460' from departure end of runway. 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL, Rwv 36, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81'

AGL/301'MSL. ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: Rwy 18, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline. up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL, Rwy 32, multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. Rwy 36, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/

169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

TAKE-OFF MINIMUMS NAME ALEXANDRIA, LA (CON'T)

FSI FR RGNI

NOTE: Rwv 8, tree 1223' from departure end of runway 928' right of centerline, 73' AGL/163' MSL, Rwv 14, tree 928' from departure end of runway, 606' left of centerline. 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL, Rwy 32, tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215'MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: Rwv 34, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.



$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

BATESVILLE, MS PANOLA COLINTY

TAKE-OFF MINIMUMS: Rwv 1. 300-11/2 or std. w/min.

climb of 259' per NM to 500. Rwy 19, 200-11/2 or std. w/

min. climb of 370' per NM to 500. DEPARTURE PROCEDURE: Rwv 1. climb heading

008° to 800 before turning left. Rwy 19, climb heading 188° to 1000 before turning right.

NOTE: Rwv 1, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from

departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. Rwv 19, pole and road with vehicle

beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of

runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA BATON ROUGE METROPOLITAN, RYAN

FIFI D DEPARTURE PROCEDURE: Rwvs 22L/R. climb

runway heading to 2000 before turning left or comply with radar vectors NOTE: Rwv 4L, 97' AGL tree 1368' from departure end of

runway,778' left of centerline. Rwy 13,82' AGL tree 1551' from departure end of runway, 838' left of centerline. Rwy 22R, 94' AGL antenna 1173' from departure end of runway, 740' right of centerline. CAUTION: Unmarked balloon and cable to 15,000 in R-3807. Rwy 4L, 209°/51.4 NM, Rwy 4R, 209°/51.2.

NM. Rwy 13, 209°/50.7 NM, Rwy 31, 208°/50.9 NM. Rwy 22L, 209°/50.6 NM, Rwy 22R, 209°/50.3 NM.

BOGALUSA, LA GEORGE R. CARR MEMORIAL AIR FIELD

TAKE-OFF MINIMUMS: Rwy 18, 800-3 or std. with a min. climb of 220' per NM to 800. Rwy 36, 200-2.

BOONEVILLE/BALDWYN. MS

BOONEVILLE/BALDWYN

NOTE: Rwv 15, trees 1250' from departure end of runway.

100' right of centerline, 100' AGL/465' MSL, Trees 3847' from departure end of runway, 127' left of

centerline, 100' AGL/519' MSL. Rwy 33, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: Rwy 22, 500-1. DEPARTURE PROCEDURE: Rwy 4, climb runway

heading to 900 before turning.

BUNKIE, LA BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: Rwy 18, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL, Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM) ORIG 08269 (FAA)

NOTE: Rwv 18, building 476' from departure end of

runway 495' right of centerline 168' AGL /215' MSL Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway 630' left of centerline 158' AGL/273' MSL. Rwv 36, trees beginning 2258' from departure end of runway 220' left of centerline 100' AGI /274'MSI

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: Rwvs 8, 26, NA. DEPARTURE PROCEDURE: Rwy 17, climb runway

heading to 600 before turning. COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA) TAKE-OFF MINIMUMS: Rwys 13, 31, NA-obstacles.

DEPARTURE PROCEDURE: Rwv 23, climb heading 234° to 800 before turning left. NOTE: Rwv 5, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379'

MSL. Rwy 23, vehicle on road beginning 133' from

departure end of runway, 46' right of centerline, 17' AGL/ 266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from

departure end of runway, 273' left of centerline, up to 100'

AGI /349' MSI COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY TAKE-OFF MINIMUMS: Rwv 18, 300-1 or std. with a

min, climb of 350' per NM to 500, Rwy 36, 400-1 or std. with a min, climb of 370' per NM to 500. DEPARTURE PROCEDURE: Rwvs 18.36. climb runwav heading to 600 before turning.

COLUMBUS AFB (KCBM)

All Rwvs: Cross DER at least 35' AGL. TAKE-OFF OBSTACLES: Rwv 13C, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline, Trees 288'

MSL/74' AGL 3005' from DER, 223' right of centerline. Rwy 13R, Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline, Rwv 31R, Taxiing aircraft 199' MSL/14' AGL 80' from DER 472' left of centerline.

COLUMBUS/WESTPOINT/STARKVILLE. MS GOLDEN TRIANGLE RGNL

NOTE: Rwy 18, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline,

15' AGL/262' MSL. Rwy 36, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.



$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

CORINTH, MS

ROSCOF TURNER (CRX)

ORIG 08045 (FAA)

NOTE: Rwv 18 Vehicle on road 207' from departure end

of runway 481' right of centerline 15' AGI /446' MSI Trees 305' from departure end of runway, 451' left of centerline up to 71' AGL /500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. Rwv 36. Trees 1099' from departure end of runway 766' right of centerline up to 86' AGI / 480' MSL. Trees 1645' from departure end of runway 751' left of centerline, up to 86' AGL /480' MSL

DERIDDER.LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: Rwv 14. trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL, Rwv 18, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. Rwy 32, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/ 216' MSL. Rwv 36, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL, Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

EUNICE.LA

FUNICE

1000 MSL before proceeding on course or std, with a min. climb of 280' per NM to 2400. Rwy 34, 1100-21/2, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

TAKE-OFF MINIMUMS: Rwv 16. 1100-21/2, climb in

visual conditions to cross Eunice Airport at or above

CAUTION: Unmarked balloon and cable to 15000 in R-3807. Rwy 16, 133°/56.1 NM. Rwy 34, 132°/55.4 NM.

GALLIANO. LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: Rwy 18, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. Rwy 36, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES. LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: Rwy 35, 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE. MS MID DELTA RGNI

DEPARTURE PROCEDURE: Rwys 181, 18R, climb

runway heading to 800 before turning. NOTE: Rwv 27.64' AGL tree 812' from departure end of

runway, 392' left of centerline, 91' AGL tree, 2027' from departure end of runway, 460' right of centerline. GREENWOOD MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: Rwv 5, 400-1 or std. with a min.

climb of 270' per NM to 400.

GRENADA. MS GRENADA MUNI

DEPARTURE PROCEDURE: Rwvs 4.31, climb to 700 before turning on course. Rwvs 13.22, climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, 300-114 or std. with a

min. climb of 292' per NM to 300. DEPARTURE PROCEDURE: Rwv 36, climb heading

013° to 700 before proceeding on course. NOTE: Rwv 14, tree 1931 from DER, 627 left of

centerline, 71' AGL/90' MSL. Pole 3354' from DER. 1068' right of centerline, 85' AGL/115' MSL. Rwy 18, trees beginning 924' from DER, 354' right of centerline. up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. Rwy 32, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. Rwy 36, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL

TAKE-OFF MINIMUMS: Rwy 31, 600-2 or std. with a min, climb rate of 210' per NM to 800. DEPARTURE PROCEDURE: Rwy 31, climb runway heading to 800 prior to turning west.

HATTIESBURG. MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG) AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: Rwv 31, climb heading 309° to 900 before turning west.

NOTE: Rwy 13, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251'MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229', Rwv 31, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234'MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

HATTIFSBURG/LAURFI MS HATTIESBURG-LAUREL RGNI

DEPARTURE PROCEDURE: Rwvs 18.36, climb runway

heading to 1000 before turning east

NOTE: Rwv 36, 86' AGL tree 2117' from departure end of

runway 911'left of centerline

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY DEPARTURE PROCEDURE: Rwv 36, climb runway heading to 800 before turning left

HOMER, LA

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: Rwv 12, road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL. trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL, Rwy 30. trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180'

from departure end of runway, 140' right of centerline, up

HOUMA, LA

HOUMA-TERREBONNE (HUM) AMDT 5 09183 (FAA)

to 100' AGL/359' MSL.

DEPARTURE PROCEDURE: Rwv 30, climb heading 304° to 600 before proceeding on course.

NOTE: Rwy 12, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44'

MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. Rwv 18. trees and poles beginning 923' from DER, 238' left of

centerline. up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/ 64' MSL. Rwy 30, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL, Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. Rwy 36, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL, Trees

beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: Rwy 17, climb runway heading to 2200 before turning east. Rwy 35, climb runway heading to 700 before turning east.

JACKSON, MS

HAWKINS FIFI D

TAKE-OFF MINIMUMS: Rwy 16, 300-1.

DEPARTURE PROCEDURE: Rwys 11, 34, climb runway heading to 800 before making turn. Rwy 16, climb runway heading to 1300 before making right turn. Rwy 29, climb runway heading to 1200 before making left

turn.

JACKSON-EVERS INTL TAKE-OFF MINIMUMS: Rwv 16R, 300-1 or std. with a

min, climb of 280' per NM to 700.

JENNINGS, LA JENNINGS

TAKE-OFF MINIMUMS: Rwv 13, 300-1 or std, with a min climb of 352' per NM to 300 Rwys 17 35 NA NOTE: Rwv 8, multiple poles 1080' from departure end of

runway, 260' left of centerline, 40' AGL/62' MSL. Rwv 13, tank 3428' from departure end of runway, 1072'

right of centerline 156' AGL/181' MSL Rwy 26, trees 1080' from departure end of runway 45' AGL /55' MSL Rwv 31, fence 140' from departure end of runway 15' AGL/32' MSL

KEESLER AFB (KBIX)

BILOXI MS 09211

TAKE-OFF OBSTACLES: Rwv 3: Trees 977' from DFR 764' right of centerline, 62' AGL/70' MSL, Terrain 222' right of centerline 19'MSL Rwv 21: Trees 1903' from

DER, 669' right of centerline, 71' AGL/102' MSL, Trees 1803' from DER, 658' left of centerline, 43' AGL /70' MSL, Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER 119' right of centerline 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23'

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: Rwv 14, trees 1054 from departure end of runway 503' left of centerline, 100' AGL/559' MSL. Trees 1172'

from departure end of runway, 555' right of centerline. 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline. 473' MSL. Rwv 32, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496'

MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline 489 MSI



$f \overline{V}$ take-off minimums and (obstacle) departure procedures $f \overline{V}$

LAFAYETTE, LA LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon

and cable to 15000' MSL in R-3807, Rwv 4L, 141/29NM. Rwv 4R. 140/28.8 NM. Rwv 11. 141/29.5 NM. Rwv 22L.

143/29 2 NM Rwy 22R . 142/29 2 NM Rwy 29 . 142/28 8 NOTE: Rwv 41 . fence beginning 2506 from departure end

of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. Rwy 4R, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. Rwv 11, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91'

MSL. Multiple trees beginning 523' from departure end of runway 28' right of centerline 72' AGI /82' MSI Rwy 22L, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. Rwv 22R, tower 2545' from departure end of runwav, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. Rwv 29, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL. LAKE PROVIDENCE, LA

BYFRIFY

NOTE: Rwv 17, tower 4466' from departure end of runway. 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESI FR-NOBI F FIFI D

DEPARTURE PROCEDURE: Rwv 13. climb runwav heading to 500 before turning.

LEXINGTON. MS

C. A. MOORE

DEPARTURE PROCEDURE: Rwv 19. climb runwav heading to 1000 before turning

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 17,500-21/4 or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: Rwy 17, climb heading 170° to 1100 before turning left.

NOTE: Rwy 17, tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS BRUCE CAMPBELL FIELD

TAKE-OFF MINIMUMS: Rwv 35, 200-1

MANY. LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 600-3 or std. with a

min_climb of 250' per NM to 900

DEPARTURE PROCEDURE: Rwv 12, climb heading 117° to 1100 before proceeding on course.

NOTE: Rwy 12, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100'

AGL/385 MSL Powerline/poles beginning 1198 from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. Rwv 30, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL, Powerline/pole 484' from departure end of runway 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS SELES

DEPARTURE PROCEDURE: Rwv 2, climb runwav heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

ORIG 09183 (FAA)

NOTE: Rwy 15, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. Rwv 33, tree 1440' from departure end of runway, 49' left of centerline. 59' AGL /488' MSL

KEY FIELD

MERIDIAN, MS

TAKE-OFF MINIMUMS: Rwv 1, 300-1 or std. w/a min. climb of 290' per NM to 600. Rwy 22, 300-11/2 or std. w/ a min, climb of 280' per NM to 700.

DEPARTURE PROCEDURE: Rwv 4. climb via heading 043° to 1100 before turning south.

NOTE: Rwv 1. antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1'left of centerline, up to 100' AGL/403' MSL. Rwv 4. stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL, Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. Rwy 19, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. Rwy 22, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529'

MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457'

MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

NATCHEZ, MS MERIDIAN NAS (MC CAIN FIELD)

(KNMM) MFRIDIAN. MS 09295

Rwv 1R. 600-11/4*

Rwv 19R.600-2**

* Or standard with a minimum civil climb of 215 ft/NM

to 600, minimum military climb of 210 ft/NM to 600. ** Or standard with minimum climb of 210 ft/NM to

TAKE-OFF OBSTACLES: Rwv 1R: Multiple trees 95' AGI /399' MSI 2708' from DER 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGI /474' MSI 6025' from DER 2057' left of centerline, Multiple trees 75' AGL/499' MSL, 6896' from DER 2315' left of centerline Rwv 191: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline, Rwv 19R: Trees 100' AGL/499' MSL. 9429' from DER 1203' right of centerline Rwy 10: Terrain 399' MSL, 1344' from DER, 253' right of centerline Multiple trees 90' AGL /399' MSL 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of

MONROE, LA

MONROF RGNI DEPARTURE PROCEDURE: Rwv 22, climb via heading

222° to 900 before turning west. Rwy 32, climb via heading 317° to 900 before turning west, Rwv 36, climb via heading 357° to 900 before turning west NOTE: Rwv 4, tree 3535' from departure end of runway. 1136' left of centerline, 98' AGL/177' MSL, Tree 995'

from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway 903' right of centerline 65' AGL /141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL, Rwy 14, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/ 162' MSL. Rwv 18, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL, Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL, Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/ 146' MSL. Tree 1696' from departure end of runway. 619' left of centerline, 72' AGL/138' MSL, Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. Rwy 22, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL, Rwv 32, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/ 160' MSL. Tree 1781' from departure end of runway. 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161'MSL, Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. Rwy 36, antenna 3728' from departure end of runway, 599' right of centerline. 107' AGL/190' MSL. Tower 3526' from departure end of

runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of

centerline, 68' AGL/151' MSL.

HARDY-ANDERS FIFI D NATCHEZ-ADAMS

COUNTY (HFZ) ORIG 07354 (FAA)

NOTE: Rwv 13, multiple trees beginning 1445' from

departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. Rwv 18. multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL, Rwy 31, multiple trees beginning 1320' from departure end of runway. 736' left of centerline, up to 105' AGL/364' MSL. Trees. 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. Rwy 36, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGI /338' MSI

NATCHITOCHES, LA

NATCHITOCHES RGNI (IFR) AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, 300-134 or std. with a min, climb of 336' per NM to 600.

NOTE: Rwy 17, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. Rwv 25, tower 1,29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. Rwy 35, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: Rwy 18, std. w/min. climb of 245' per NM to 900, or 500-21/4 w/min. climb of 207' per NM to 1000, or alternatively, w/std. takeoff minimums and a normal 200 '/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 18, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: Rwv 18, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. Rwy 36, multiple trees beginning 467' from departure end of runway, 524' left of centerline. up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to

NEW IBERIA, LA

100' AGL/546' MSL.

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. Rwy 16, 138/17.2 NM. Rwy 34, 136/17.2 NM.

NOTE: Rwy 16, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.



$f \overline{V}$ take-off minimums and (obstacle) departure procedures $f \overline{V}$



LAKEFRONT

NEW ORLEANS LA

DEPARTURE PROCEDURE: Rwvs 18L/R, climb to

1500 before turning left or comply with RADAR vectors.

Rwv 9, climb to 1500 before turning right, or comply with RADAR vectors

LOUIS ARMSTRONG NEW ORLEANS INTI-NOTE: Rwv1, multiple vehicles on roads beginning 3'

from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from

departure end of runway, 542' right of centerline, up to

38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to

49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up from departure end of runway, 574' left of centerline up to

to 48' AGL/50' MSL. Multiple trees beginning 1555' 45'AGI /47'MSI Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway.

834' right of centerline, 64' AGL/66' MSL, Crane 2412' from departure end of runway, 487' left of centerline, 81'

AGL/83' MSL. Rwv 6, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up

to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL, Rwy 10, obstruction light 623' from departure end of

runway, 620' right of centerline, 21'AGL/25' MSL. Pole

936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline. up to 96' AGL/100' MSL. Multiple trees beginnig 1919'

ALLEN PARISH from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. Rwv 19, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/ 30' MSL. Sign 708' from departure end of runway, 688'

left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway. 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right

of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/ 68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86'

MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. Rwy 24, obstruction light 2973' from departure end of runway, 415' left of

centerline, 89' AGL/89' MSL, Rwv 28, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/ 59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66'

MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

DEPARTURE PROCEDURE: Rwv 4. Diverse

departures authorized 044° CW 224° Right turn to

departure heading only. Rwy 22. Diverse departures authorized 044° CW314° Rwv32. Diverse departures

authorized 140° CW 320° left turn to departure heading

TAKE-OFF OBSTACLES: Rwv 4: Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL, Rwv 14: Trees 729' from DER, 246' right of centerline, 33' AGL/ 32' MSL, Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL, Mississippi River shipping channel, starting 6042' from DER, vessels up

to 180' MSL. Rwv 32: Intercoastal waterway shipping channel starting 5859' from DER vessels up to 160' MSL, Crane 6091' from DER, 1317' right of centerline. 172'MSI

NEW ROADS. LA FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: Rwv 36, fence 97' from departure end of runway.

centerline, 6' AGL/39' MSL.

248' right of centerline, 5' AGL/44' MSL, Pole 1263' from

departure end of runway, 215' left of centerline, 45' AGL/ 84' MSL. Trees beginning 1268' from departure end of

runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. Rwv 18, road beginning 86' from departure end of runway. 398' right of centerline, up to 15' AGL/49' MSL.

Fence 220' from departure end of runway, 362' right of

OAKDALE, LA

NOTE: Rwv 18. trees 400' from departure end of runway.

260' left of centerline, 30' AGL/134' MSL. Rwy 36, trees 1300' from departure end of runway, on centerline, 50'

AGL/159' MSL.

OKOLONA, MS OKOLONA MUNI-RICHARD STOVALL FIELD DEPARTURE PROCEDURE: Rwvs 18.36. climb runwav

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: Rwy 18, 400-1 or std. with a

min, climb of 350' per NM to 800.

DEPARTURE PROCEDURE: Rwy 18, climb runway

heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: Rwy 18, 200-1 or std. with a

heading to 800 before turning westbound.

min, climb of 236' per NM to 400. NOTE: Rwy 18, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKE-OFF MINIMUMS: Rwy 9, 300-1 or std. with a min.

climb of 400' per NM to 700. DEPARTURE PROCEDURE: Rwy 9, climb runway heading to 900 before turning.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

PASCAGOULA, MS TRENTI OTT INTI

TAKE-OFF MINIMUMS: Rwv 17, 200-11/4 or std. w/min.

climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 1600' prior to departure endofrunway

NOTE: Rwv 17, multiple trees beginning 1622 from departure end of runway, 46' left of centerline, up to 58' AGL/67'MSL Tree 2298' from departure end of runway 77' right of centerline, 71' AGL/80' MSL, Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL, Rwv 35, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93'MSL

PATTERSON, LA

HARRY P WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: CAUTION: unmarked balloon and cable to 15000 in R-3807, Rwv 6, 290°/17,6 NM, Rwv 24.287°/18.2 NM.

NOTE: Rwv 24. tree 1262' from departure end of runway. 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA. MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: Rwv 18, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/ 585' MSL. Rwv 36, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL, Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535 MSL.

PICAYUNE. MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 36, climb heading 359° to 800 before proceeding on course.

NOTE: Rwy 18, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL, Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. Rwy 36, pole, trees, and bushes beginning 969' from departure end of runway. 183' left of centerline, up to 94' AGL/144' MSL, Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43) ORIG 08269 (FAA)

NOTE: Rwv 12, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. Rwy 30, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std with a min_climb

of 240' per NM to 2600, or 2300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 12, climb via

heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. Rwv 30. climb via heading 301° to 2000 before

proceeding on course NOTE: Rwy 12, trees beginning 226' from departure end of runway 359' right of centerline, up to 100' AGL/ 359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSI Trees left and right of centerline beginning

1259' from departure end of runway, up to 100' AGL/ 359' MSI Rwy 30, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 27, NA-Environmental.

NOTE: Rwv 18, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. Rwy 36, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER. 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE.LA

ST JOHN THE BAPTIST PARISH (1L0) ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 17. 300-134 or std. w/

min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: Rwv 17, climb heading 170° to 1400 before turning right.

NOTE: Rwy 17, Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from

DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. Rwy 35, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

RIPLEY, MS

DIDI EV

TAKE-OFF MINIMUMS: Rwv 3, 300-134 or std. w/min.

climb of 233' per NM to 800, or alternatively, w/std takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 2100' prior to departure DEPARTURE PROCEDURE: Rwv 21, climb heading

213° to 1100 before turning left

NOTE: Rwv 3, multiple trees beginning 774' from

departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline. up to 100' AGL/699' MSL. Rwy 21, multiple trees beginning 198' from departure end of runway 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT.LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: Rwys 5.14.23 maintain runway heading until 600 prior to turning.

SHREVEPORT RGNI

TAKE-OFF MINIMUMS: Rwy 5, std. w/a min. climb of 233' per NM to 900 or 900-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwv 5. for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course

NOTE: Rwv 5, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. Rwy 23, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. Rwy 14, multiple poles, antennas. and trees beginning 458' from departure end of runway. 205' right of centerline, up to 32' AGL/254' MSL Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE. MS

GEORGE M. BRYAN

NOTE: Rwy 18, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. Rwy 36, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL

STARKVILLE. MS (CON'T) OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: Rwy 13, trees 117' from DER 199' right of

centerline up to 100' AGL/359' MSL Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/ 265' MSL. Rwv 18, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. Rwv 31, trees beginning 123' from DER, 372' left of centerline. up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwv 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100'

AGI /349' MSI

SULPHUR. LA SOUTHLAND FIFLD (UXL)

ORIG 09071 (FAA)

NOTE: Rwv 15, numerous trees and poles beginning

200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL, Rwv 33, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL,

TALLULAH. LA

VICKSBURG TALLULAH RGNL

NOTE: Rwvs 18.36 cross departure end of runway at or above 35' AGL/121' MSL. Rwv 18, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA. MS

TUNICA MUNI (UTA)

AMDT 1 09267 (FAA)

NOTE: Rwy 17, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. Rwy 35, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: Rwy 1,600-234 or std. w/min. climb of 354' per NM to 900. Rwy 19, 300-2 or std. w/a min. climb of 224' per NM to 500, or alternatively, w/std. takeoff minimums and a normal 2001/NM climb gradient. takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: Rwy 1, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. Rwy 19, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

VIVIAN. I A VIVIAN (3F4)

AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 200-11/4 or std. w/min.

climb of 303' per NM to 600. Rwy 27, 300-2 or std. w/ min_climb of 203' per NM to 600, or alternatively_with standard takeoff minimums and a normal 200' per NM

climb gradient takeoff must occur no later than 1200' prior to DER DEPARTURE PROCEDURE: Rwv 9, climb heading 088° to 1900 before turning left Rwy 27, climb heading

268° to 1900 before turning right. NOTE: Rwv 9. tower 2476' from DER, 803' left of

centerline 100' AGL/360' MSL Tank 1 NM from DER 375' left of centerline, 162' AGL/432' MSL, Vehicle and road, crossing southwest to northeast beginning 1271 from DER, 645' right of centerline, 15' AGL/294' MSL. Rwy 27, vehicle and road 204' from DER, 495' right of centerline 15'AGI /274'MSI

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: Rwv 36, 400-1 3/ or std. with a min, climb of 360' per NM to 800. NOTE: Rwv 18. numerous trees beginning 1' from

departure end of runway 250' left of centerline up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL, Terrain 151' from departure end of runway 232' right of centerline 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/ 279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL, Rwy 36, railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL, Terrain 243' from departure end of runway, 262' left of centerline. 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL, Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547'MSL.

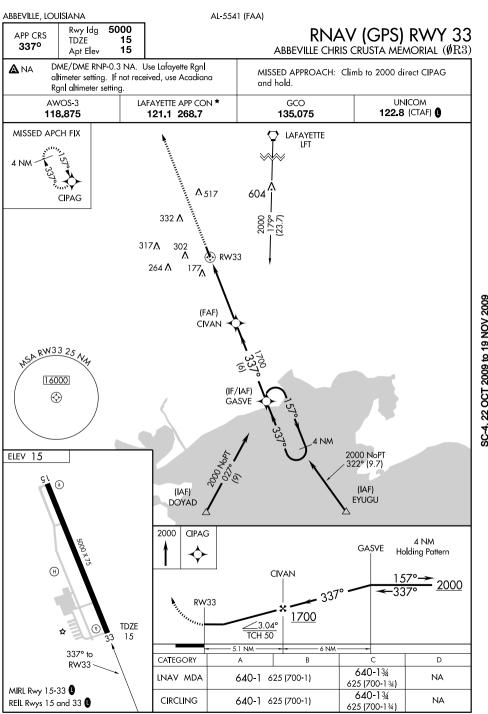
WINONA, MS

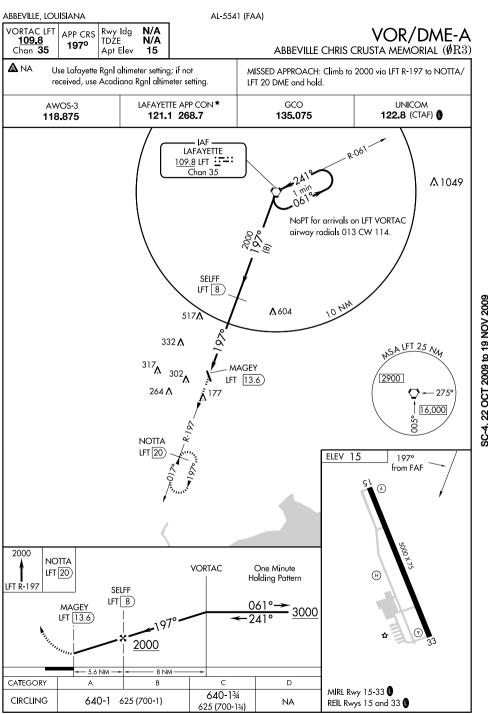
WINONA-MONTGOMERY COUNTY (ONA) ORIG 08045 (FAA)

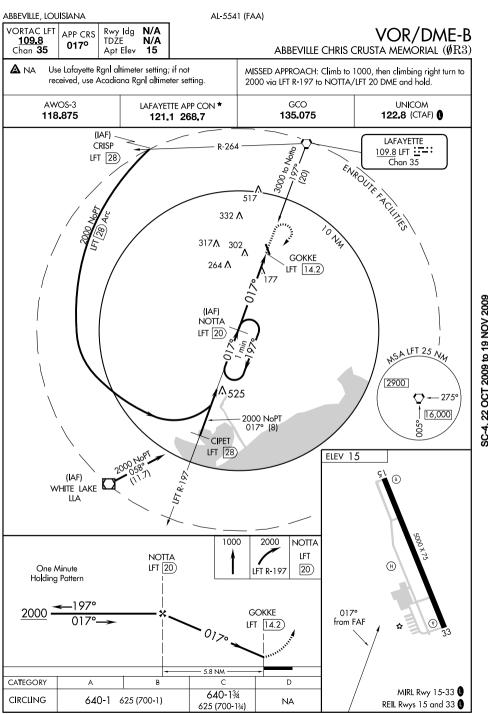
TAKE-OFF MINIMUMS: Rwv 21, 400-234 or std. w/ min, climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway

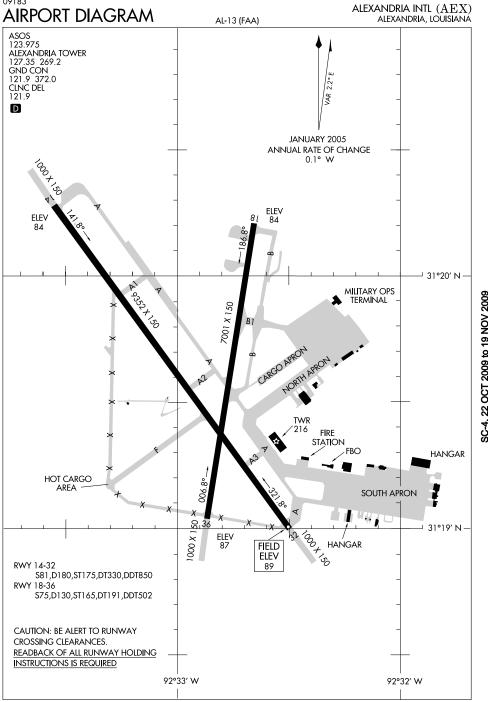
DEPARTURE PROCEDURE: Rwv 3. Climb heading 030° to 1000 before turning west.

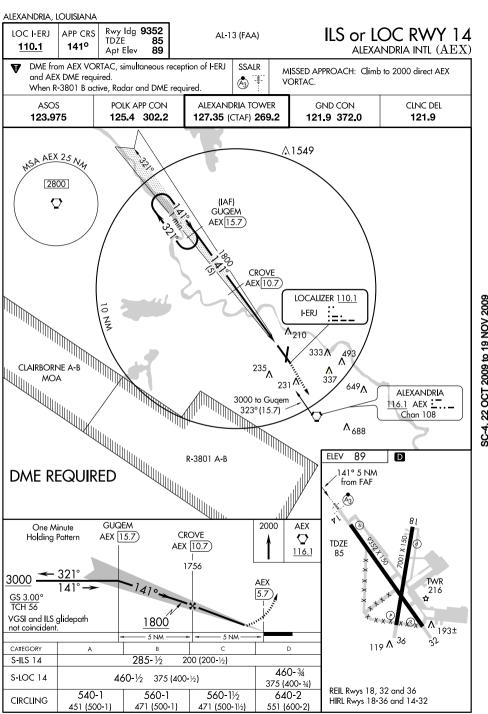
NOTE: Rwy 21, Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL. ABBEVILLE, LOUISIANA AL-5541 (FAA) 5000 Rwy Ida RNAV (GPS) RWY 15 APP CRS 15 TDZE 157° ABBEVILLE CHRIS CRUSTA MEMORIAL (\$\mathbf{R}(3)) 15 Apt Elev DME/DME RNP-0.3 NA. Use Lafayette Rank A NA MISSED APPROACH: Climb to 2000 direct GASVE altimeter setting. If not received, use Acadiana and hold. Rgnl altimeter setting. UNICOM AWOS-3 LAFAYETTE APP CON * GCO 122.8 (CTAF) 0 118.875 121.1 268.7 135.075 (IAF) LAFAYETTE (IAF) 4 NM 2000 NOPT 2000 NOPT LFT MICRO (IF/IAF) CIPAG ۸¹⁸⁰⁰ (FAF) **∆** 604 HENVA SC-4, 22 OCT 2009 to 19 NOV 2009 332 Λ 317/ 302 RW15 SARW 15 25 Ny 177 264 ∧ ۸ 16000 \Diamond ELEV 15 157° to **GASVE RW15** TDZE 15 2000 **GASVE** 4 NM **CIPAG** Holding Pattern HENVA 2000 \oplus RW15 1300 3.04° TCH 50 3.8 NM -6 NM -CATEGORY Α D C 640-134 NA LNAV MDA 640-1 625 (700-1) 625 (700-1 34) MIRL Rwy 15-33 0 640-134 REIL Rwys 15 and 33 (**CIRCLING** 640-1 625 (700-1) NA 625 (700-1%)



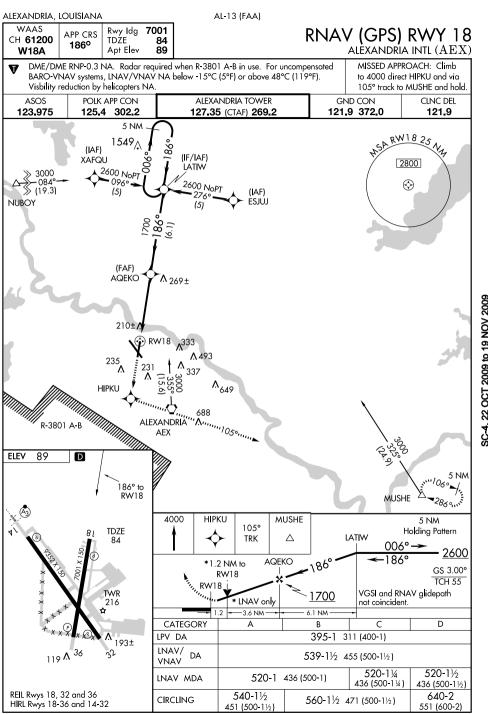


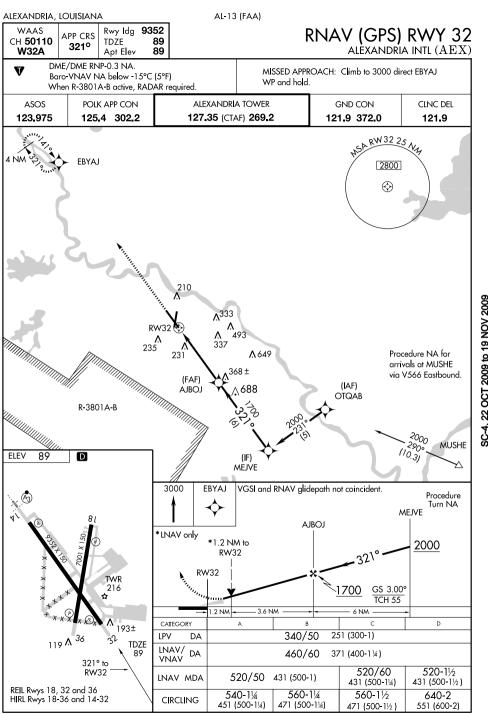


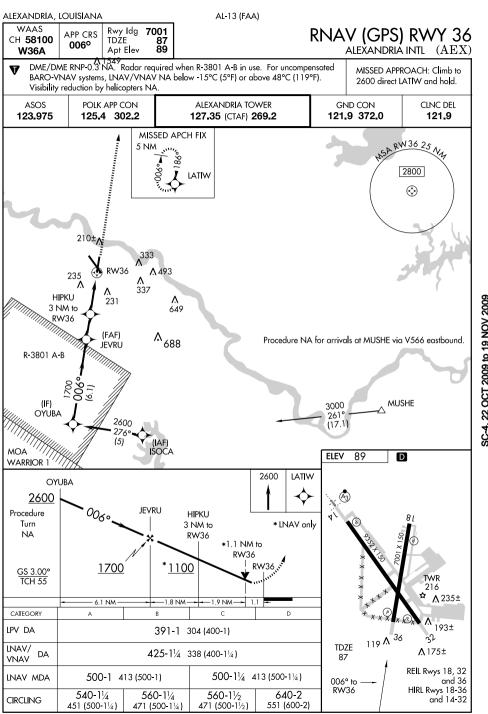


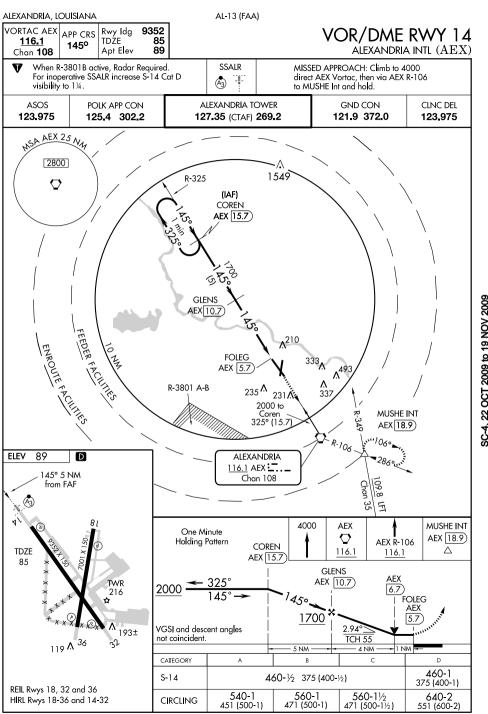


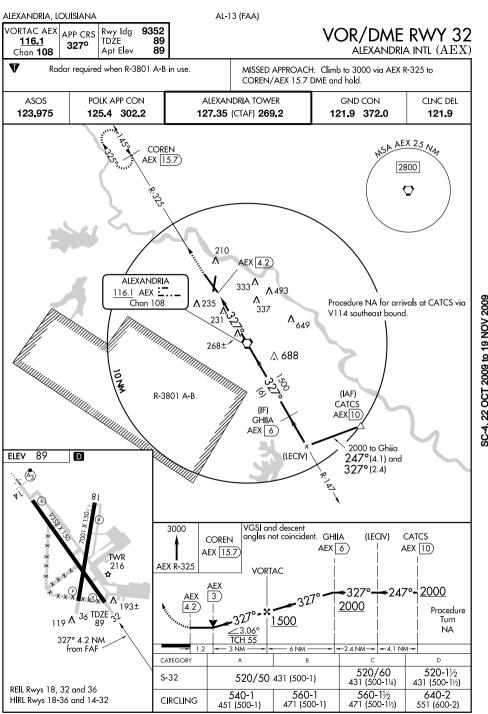
SC-4 22 OCT 2009 to 19 NOV 2009

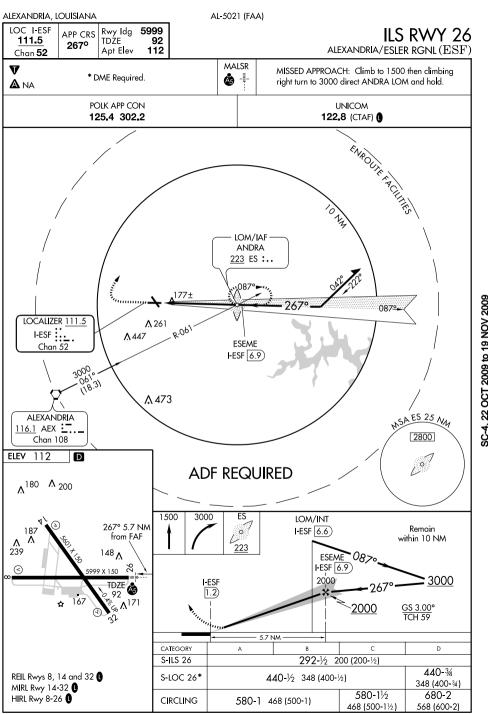


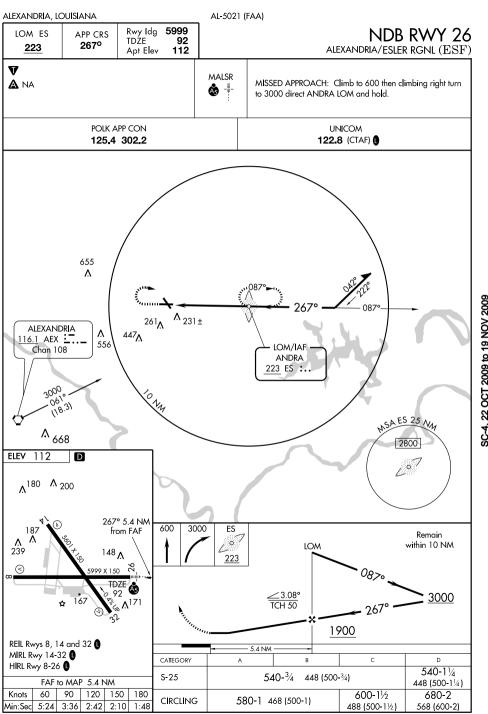


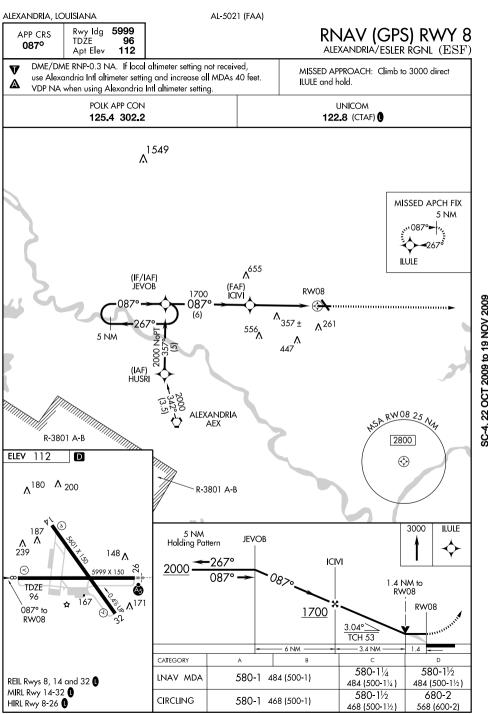


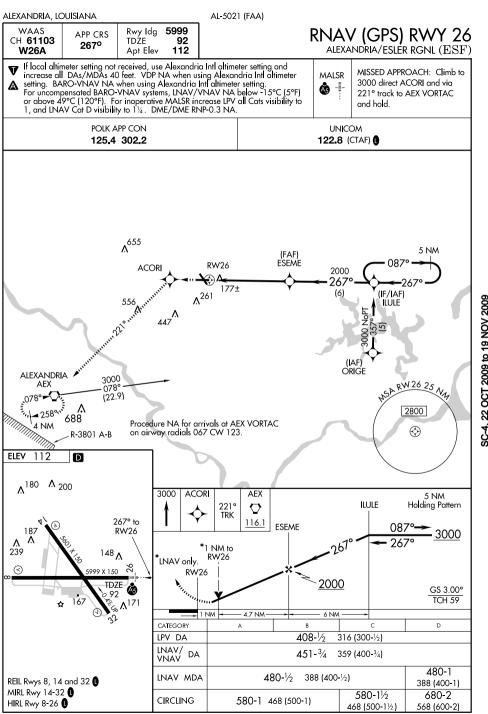


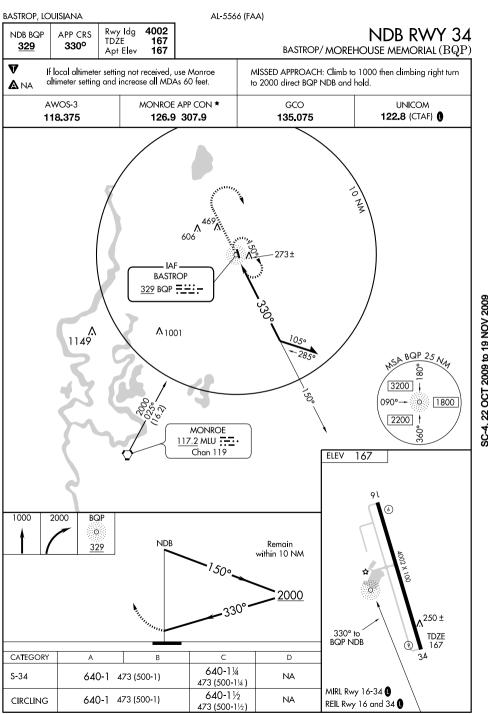


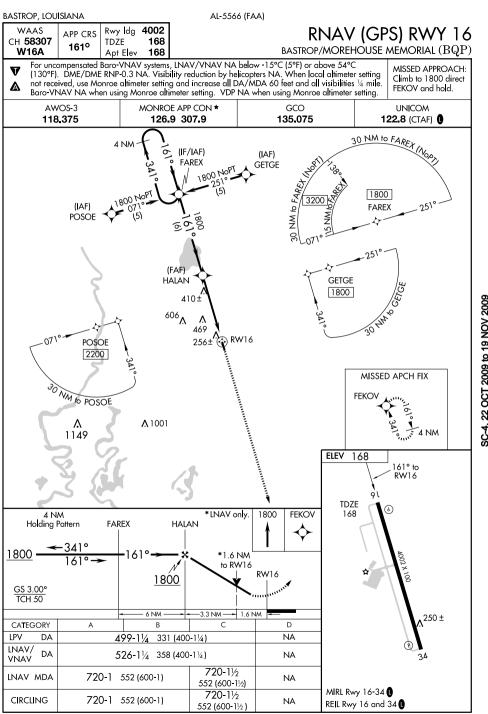


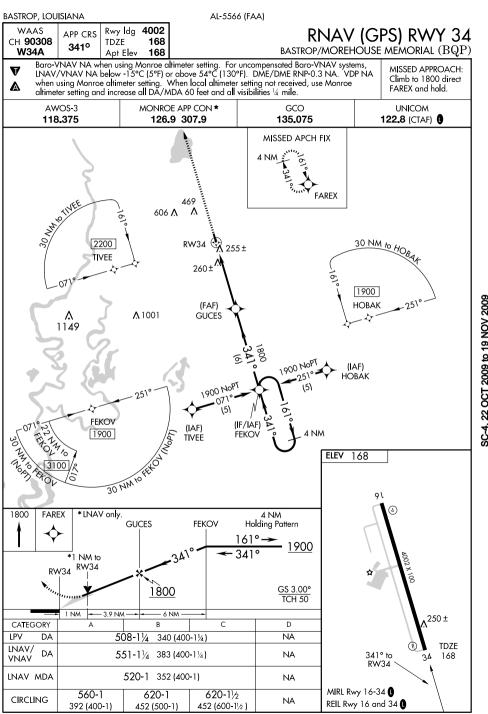


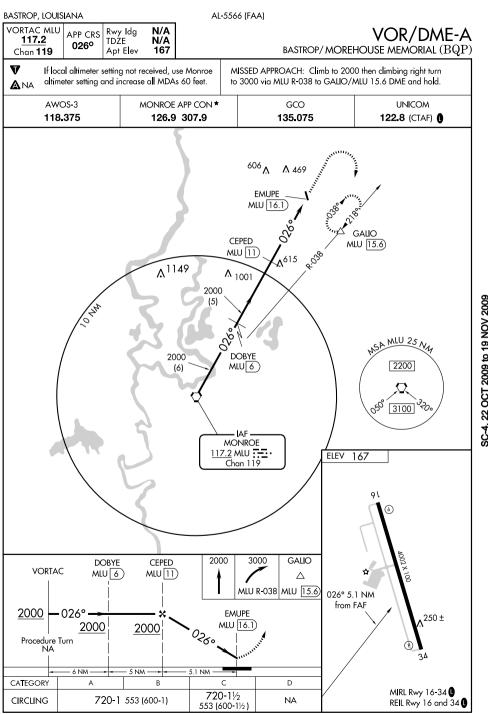


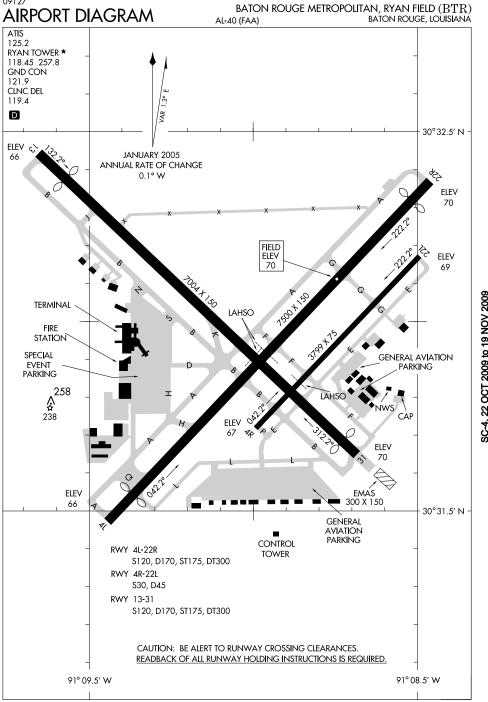


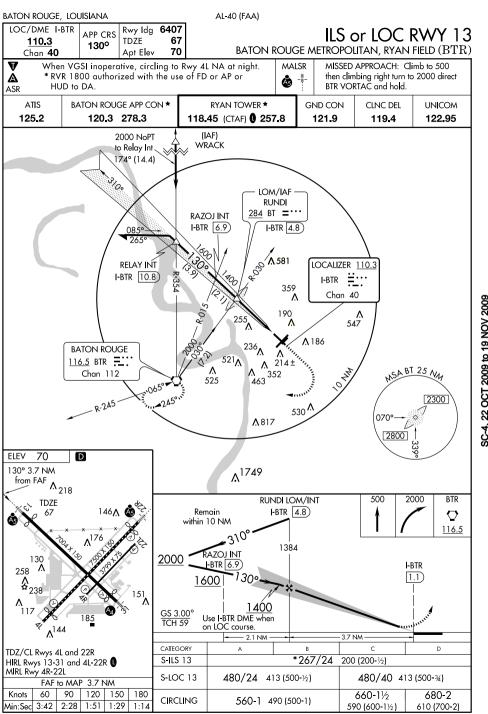


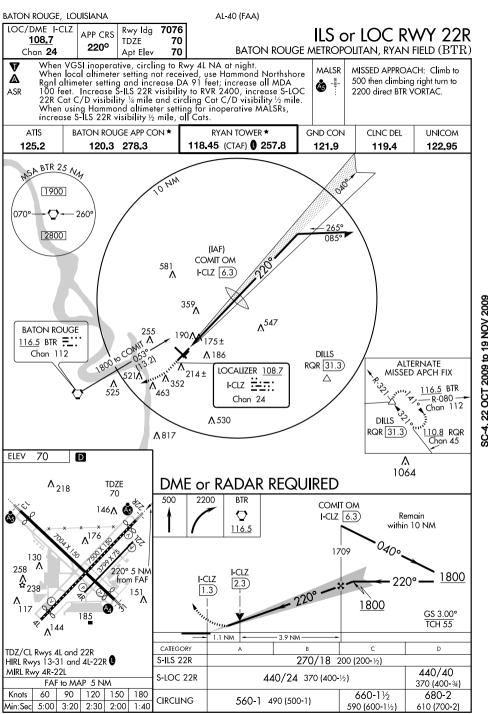


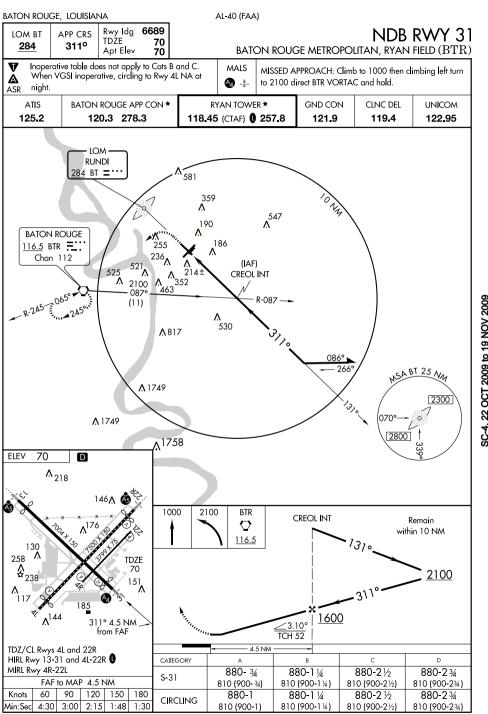


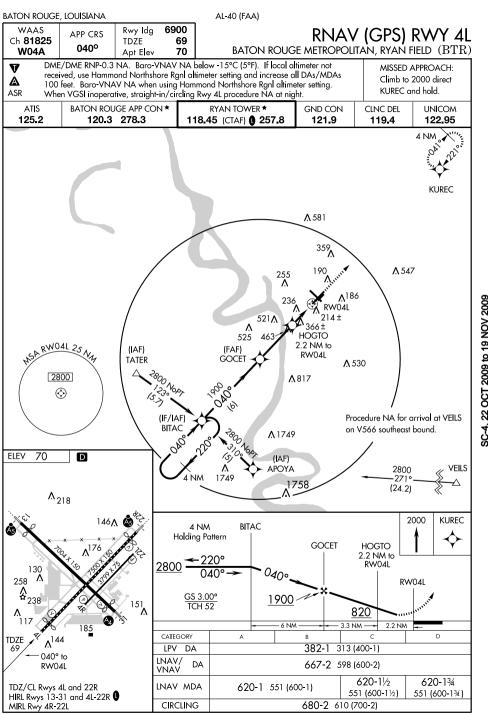


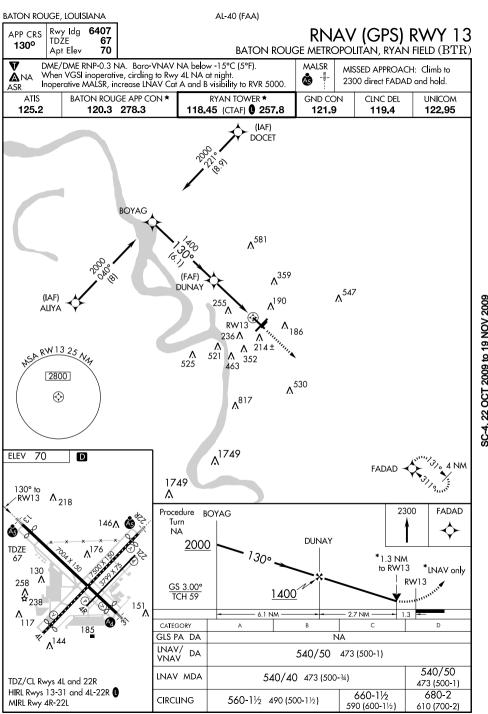


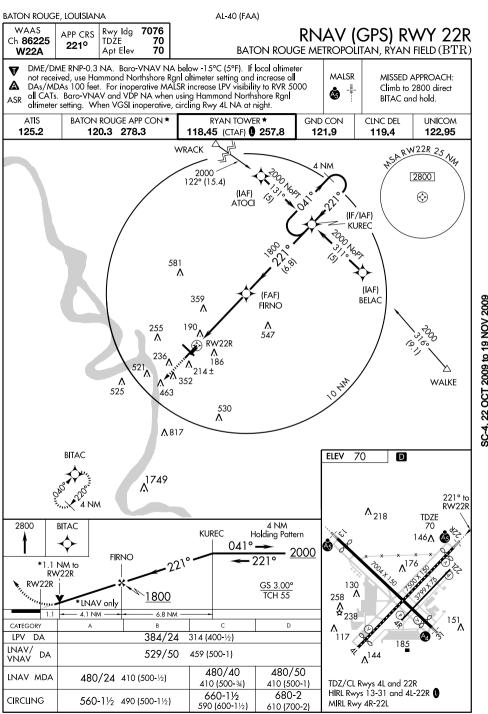


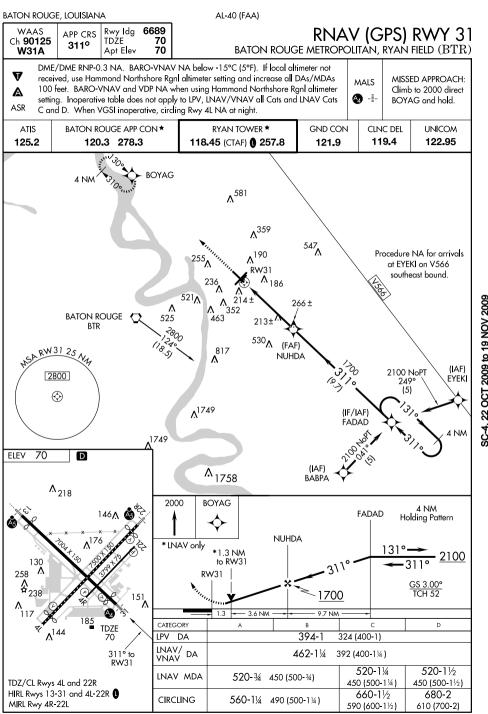


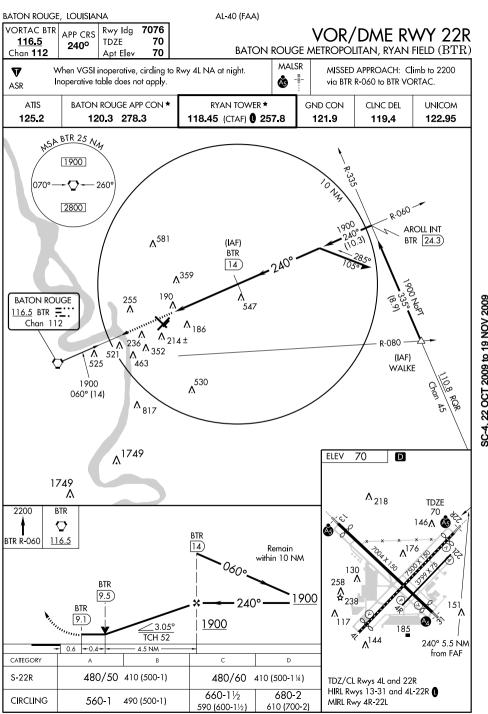


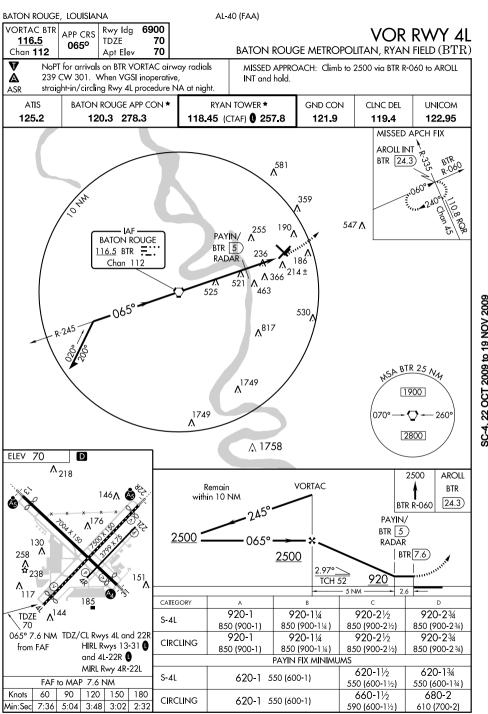


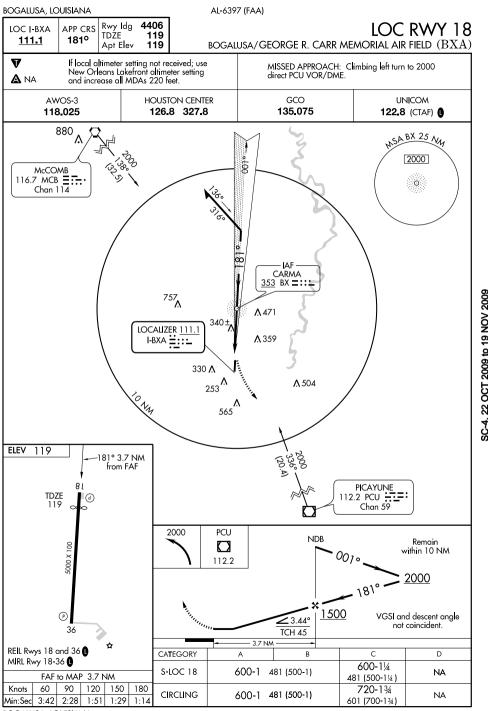


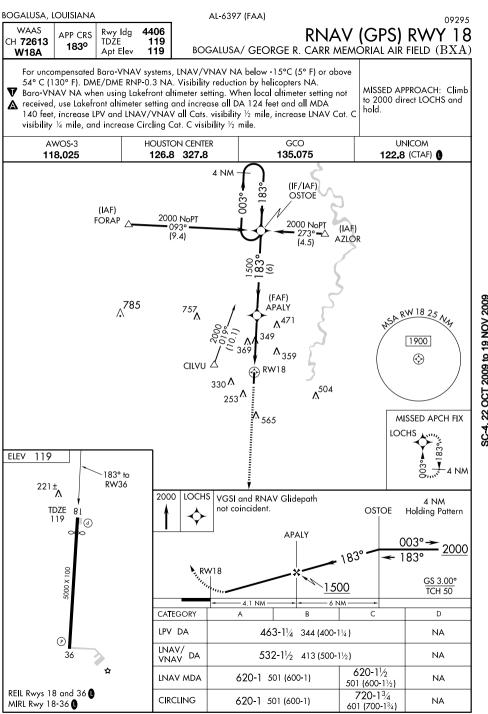


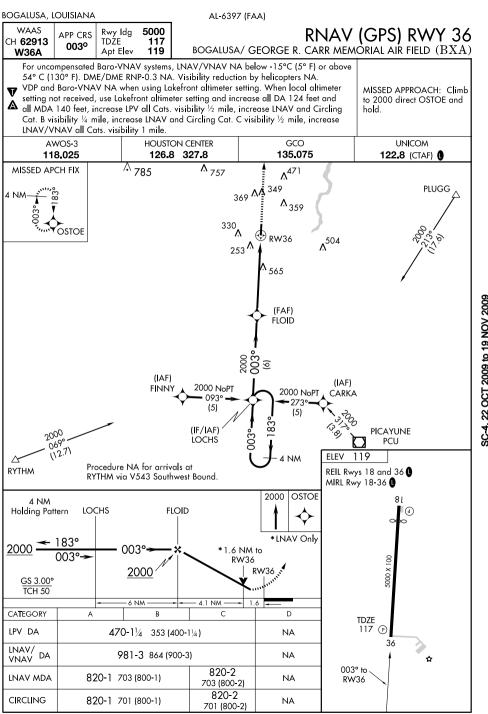


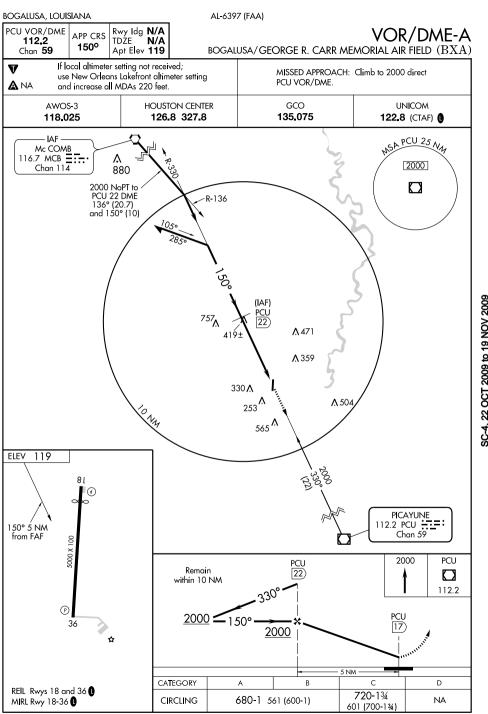


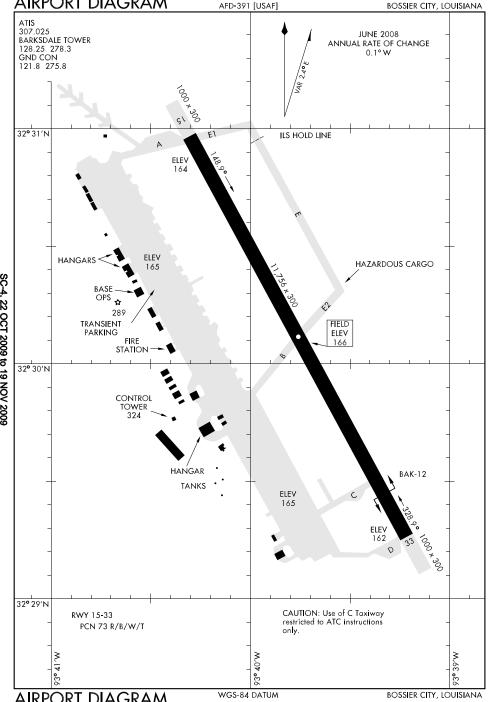


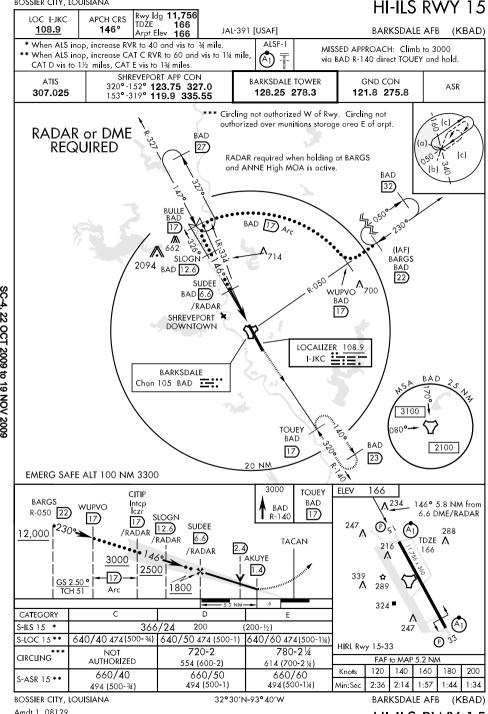


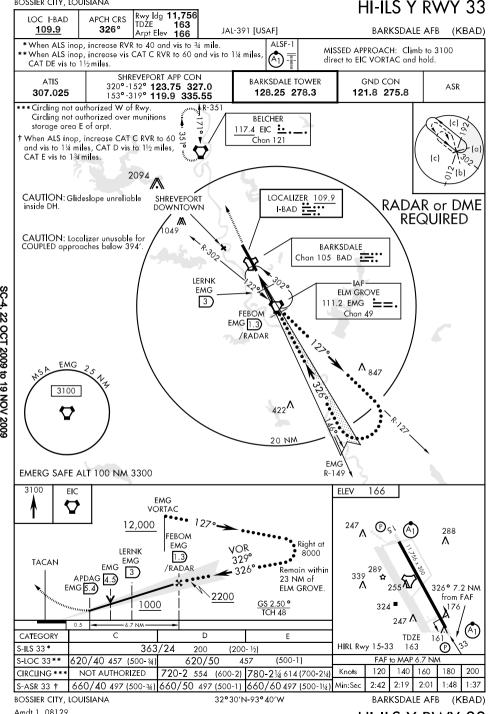


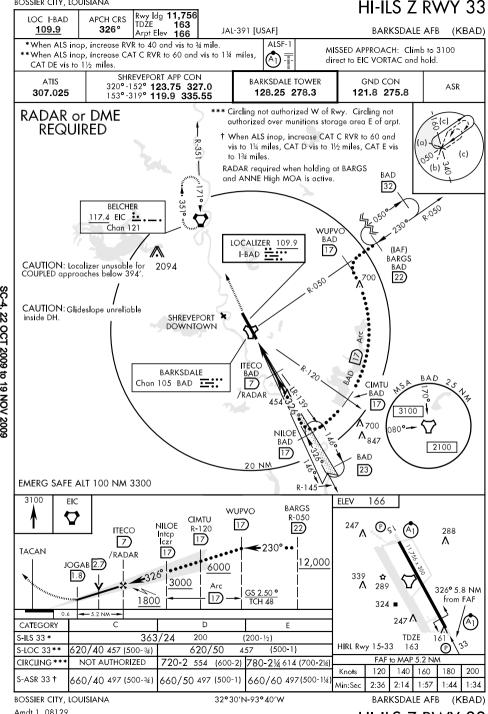


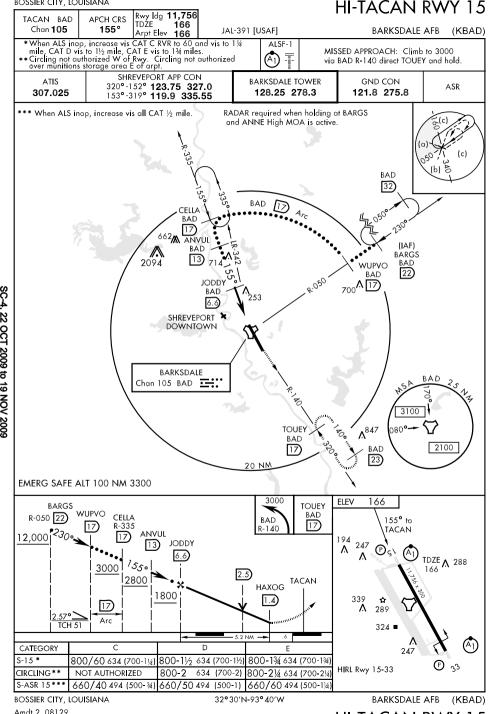


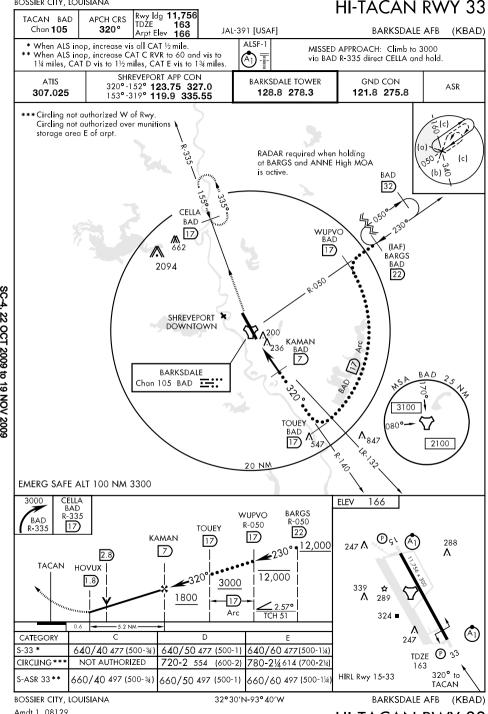


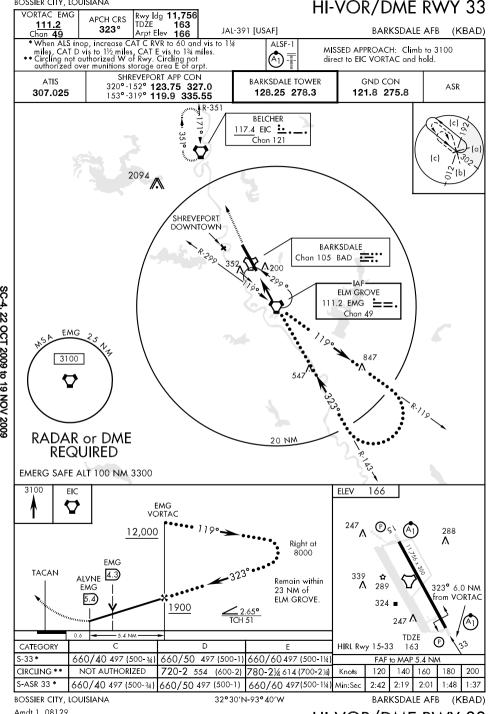


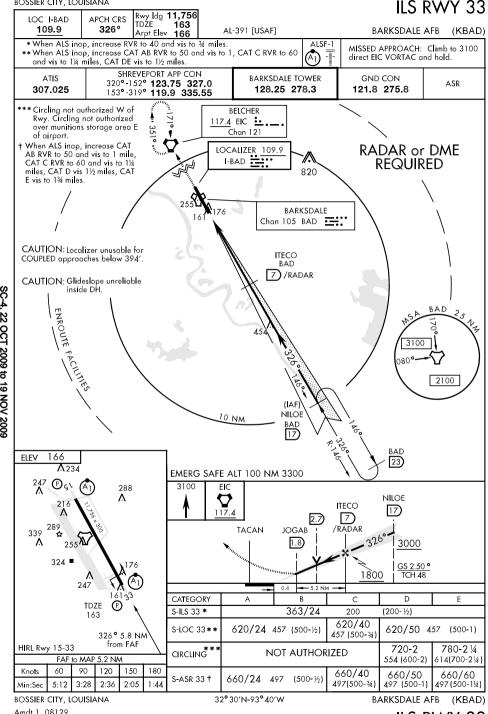


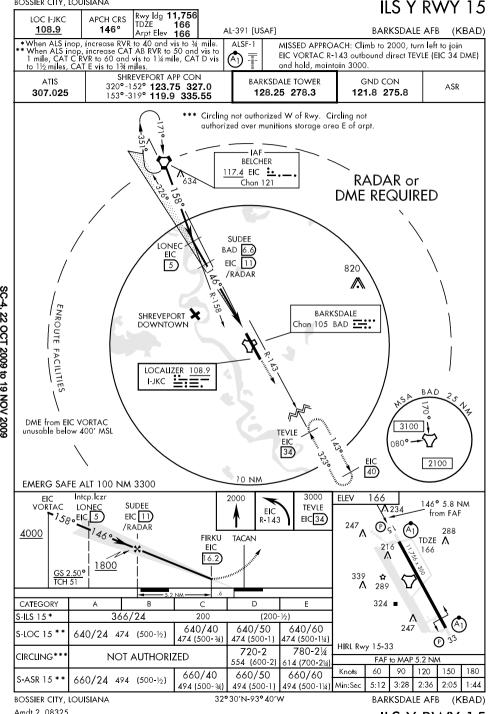


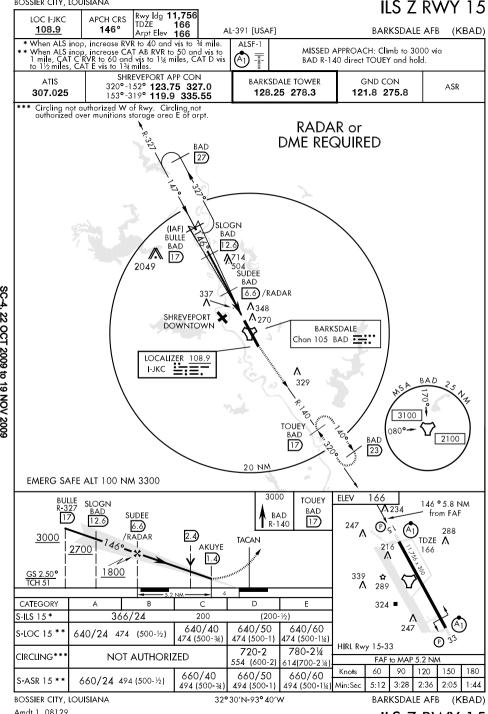


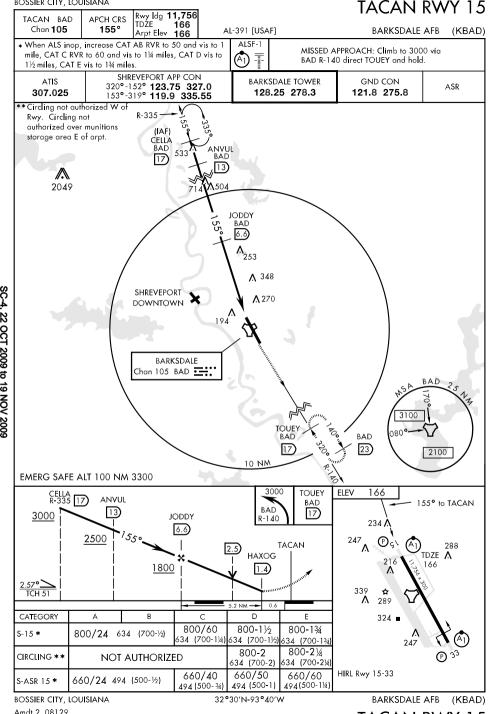




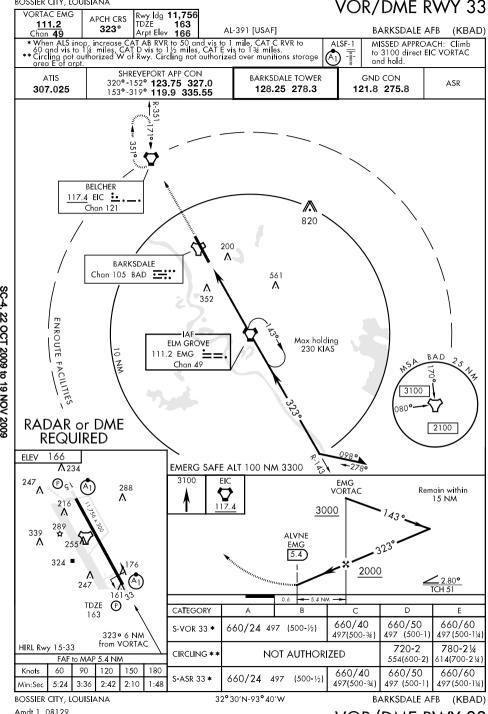


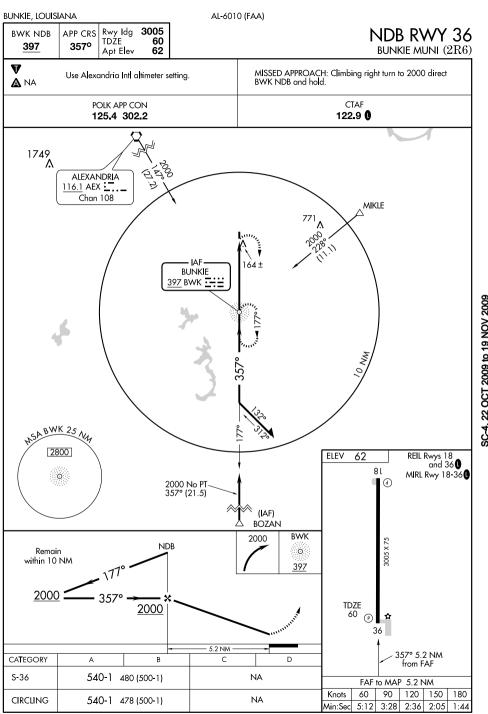


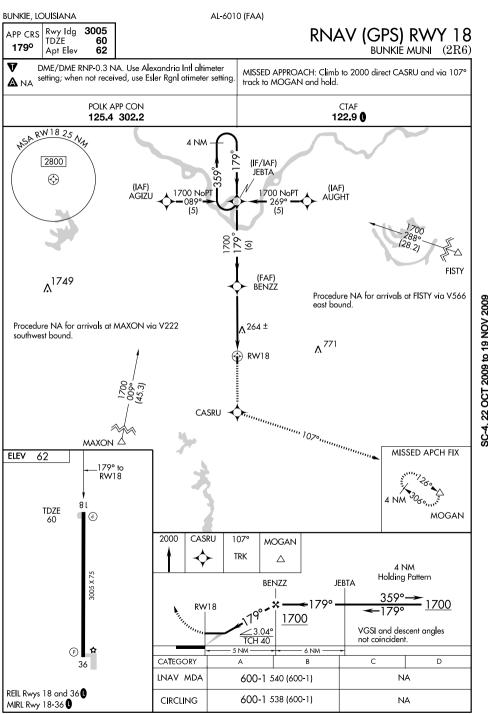


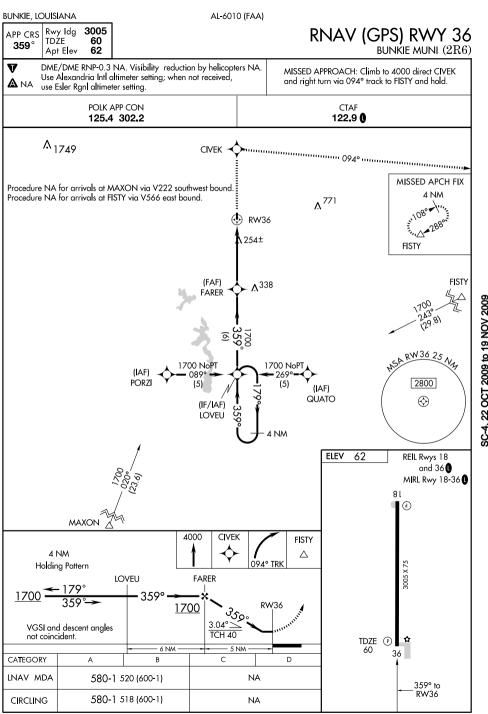


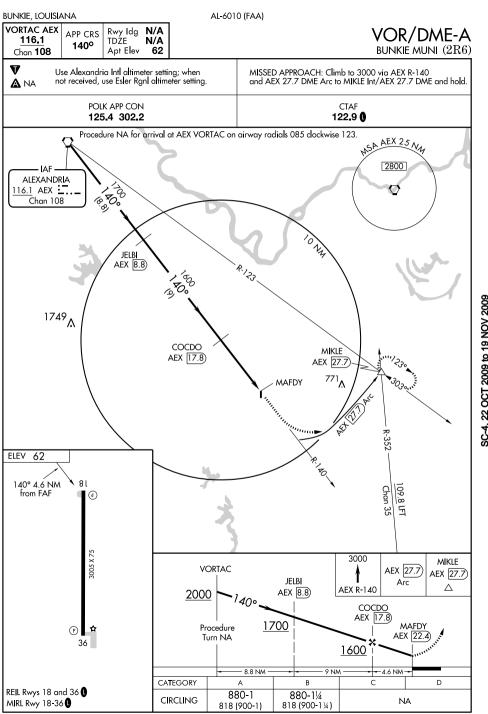
BOSSIER CITY, LOUISIANA tacan rwy 33 Rwy ldg 11,756 TDZE 163 TACAN BAD APCH CRS 163 Chan **105** 320° BARKSDALE AFB (KBAD) AL-391 [USAF] Arpt Elev 166 ALSF-1 When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{2}$ miles, CAT D vis to $1\frac{1}{2}$ miles, MISSED APPROACH: Climb to 3000 via (A_1) BAD R-335 direct CELLA and hold. CAT E vis to 1% miles SHREVEPORT APP CON ATIS BARKSDALE TOWER GND CON 320°-152° 123.75 327.0 ASR 307.025 128.25 278.3 121.8 275.8 153°-319° 119.9 335.55 Circlina not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt. RADAR or DME CELLA **REQUIRED** BAD 17 337 348 ۸ 270 SHREVEPORT DOWNTOWN **∧**₂₀₀ Λ₂₃₆ BARKSDALE Chan 105 BAD KAMAN BAD 7 **^** 10 NM 3100 080° 2100 (IAF) TOUEY 847 BAD 17 ۸ 547 ^ EMERG SAFE ALT 100 NM 3300 22 3000 TOUE<u>Y</u> CFILA KAMAN R-140 R-140 17) BAD 7 BAD **ELEV** 166 17 R-335 9000 2.8 3000 TACAN 1.8 288 1800 21 2.57° 289 339 255 5.2 NM CATEGORY В Α C 324 ■ 176 640/40 640/50 640/60 S-33 * 640/24 477 (500-1/2) 477 (500-34) 477 (500-1) 477 (500-11/4) 247 780-21/4 720-2 16133 CIRCLING ** NOT AUTHORIZED 554 (600-2) TDZE 614 (700-21/4) P 163 660/40 660/50 660/60 HIRL Rwy 15-33 S-ASR 33* 660/24 497 (500-1/2) 320° to TACAN 497 (500-34) 497 (500-1) 497 (500-11/4 32°30′N-93°40′W (KBAD) BOSSIER CITY, LOUISIANA BARKSDALE AFB Amd+1 08120

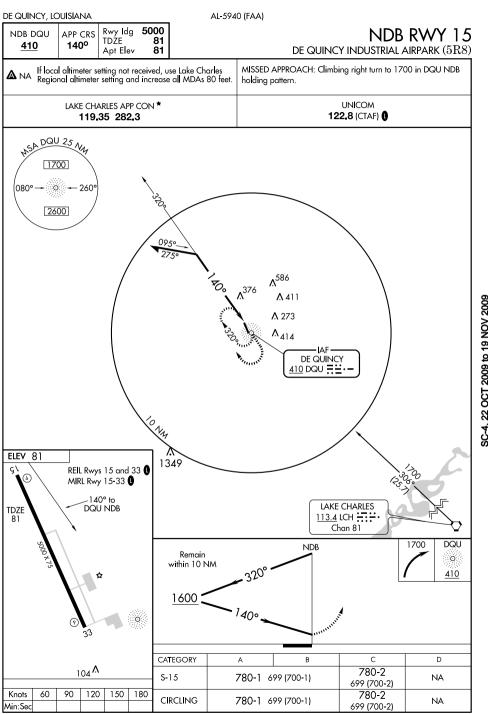


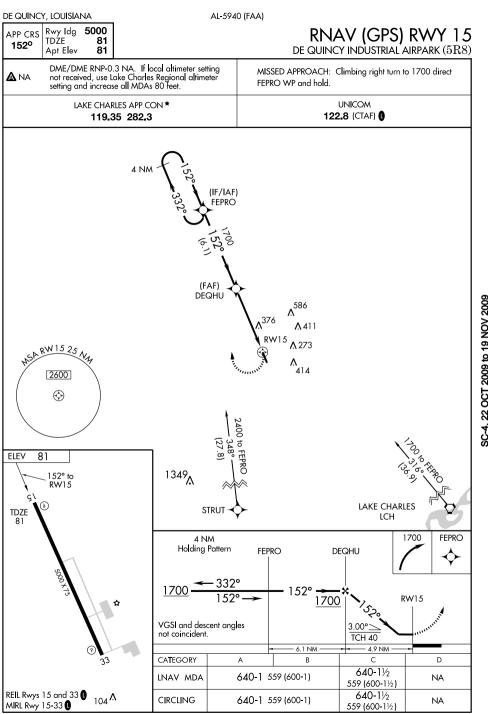


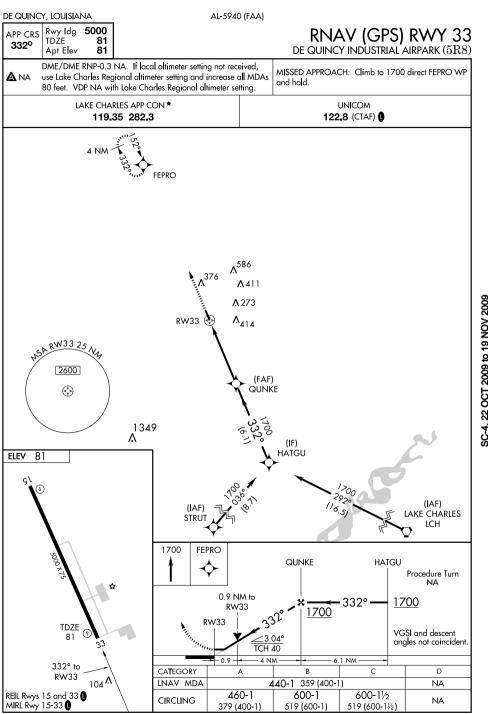


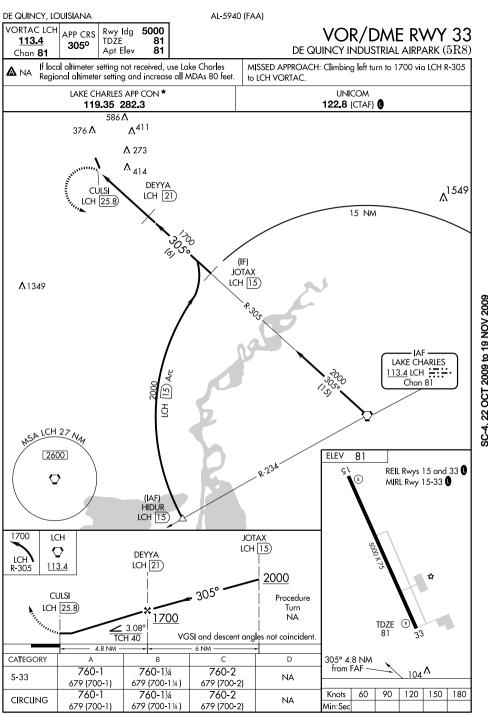


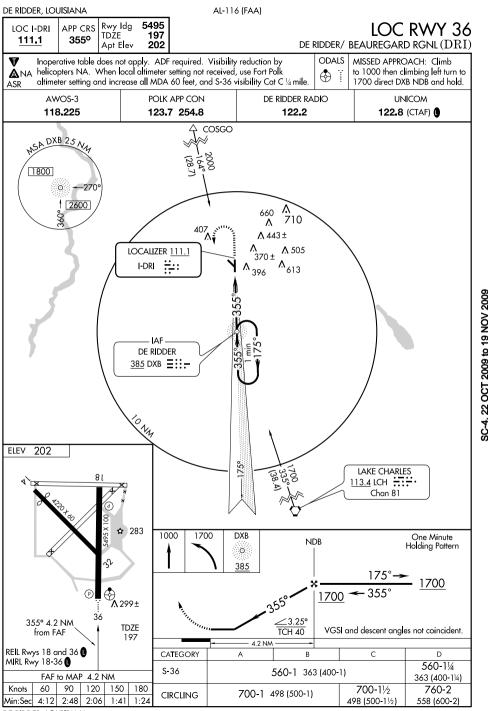


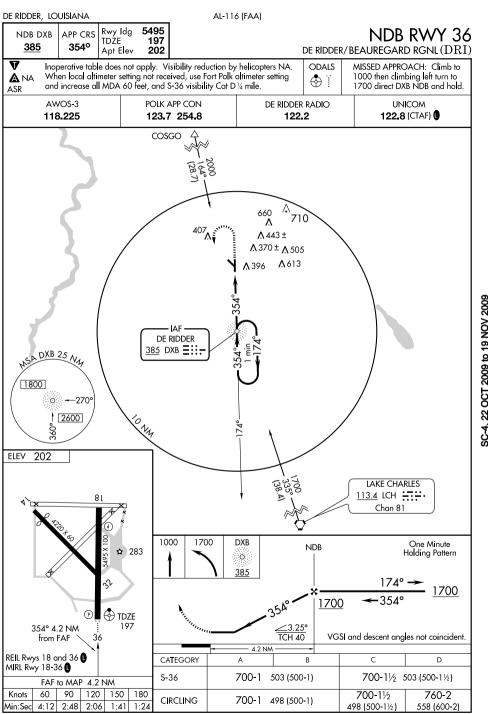




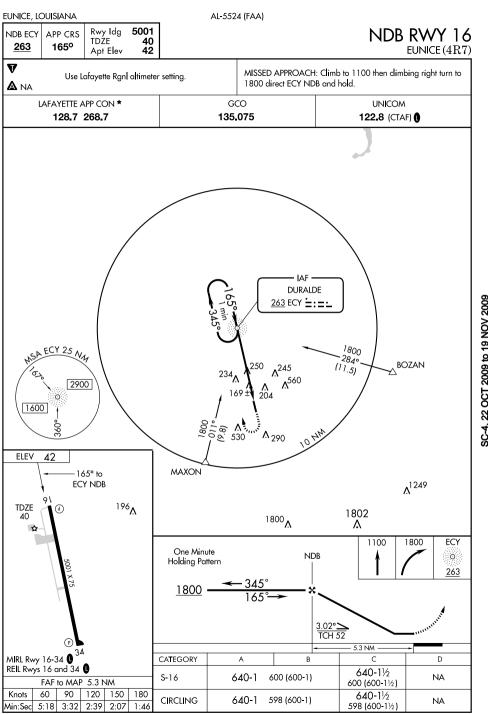


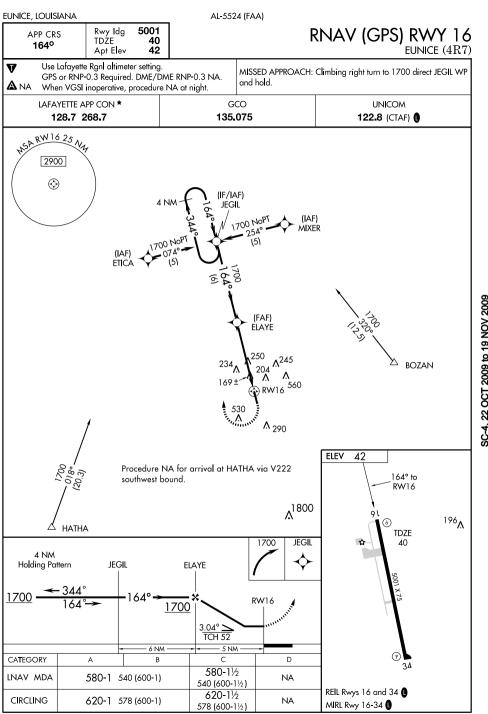


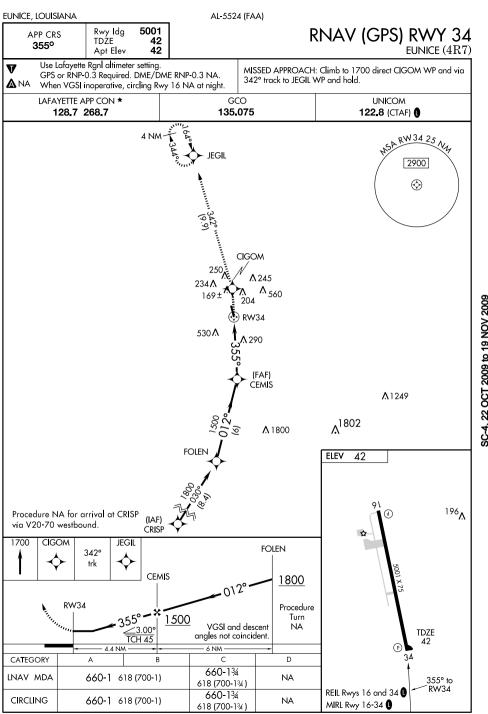


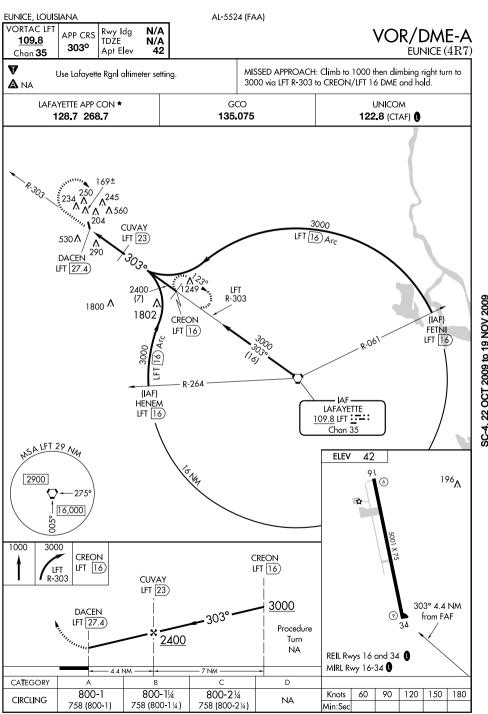


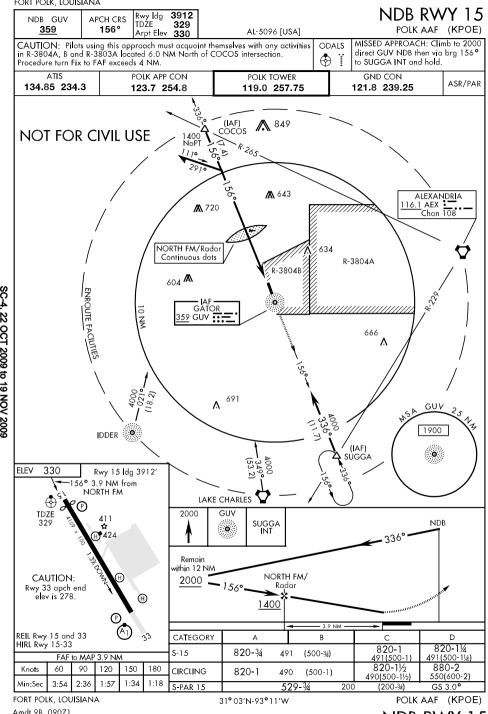
SC-4, 22 OCT 2009 to 19 NOV 2009

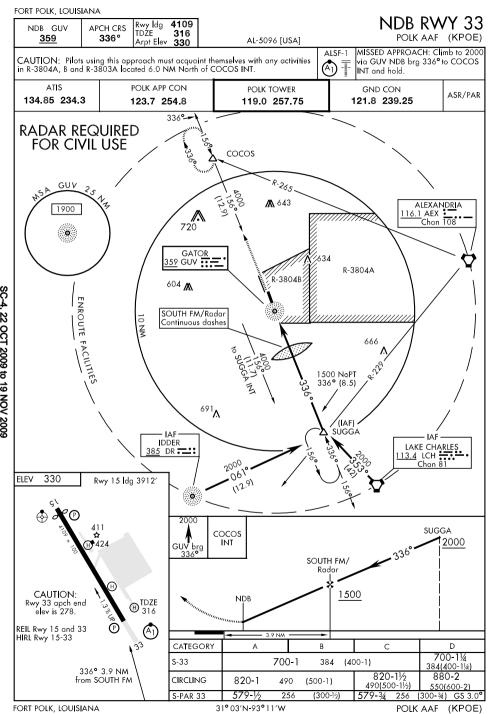


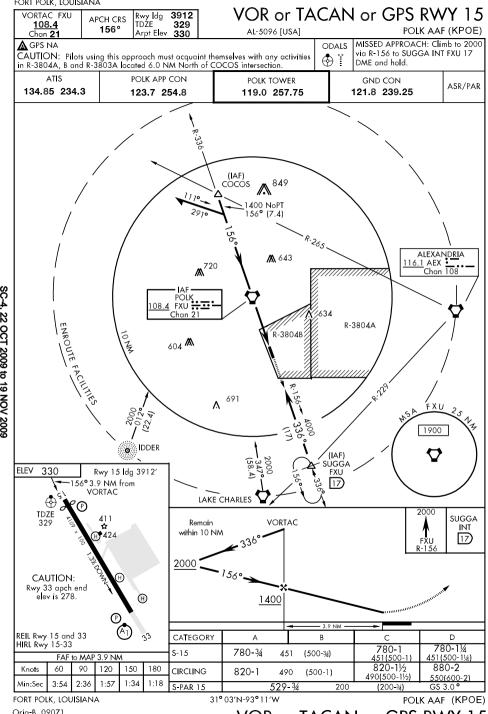


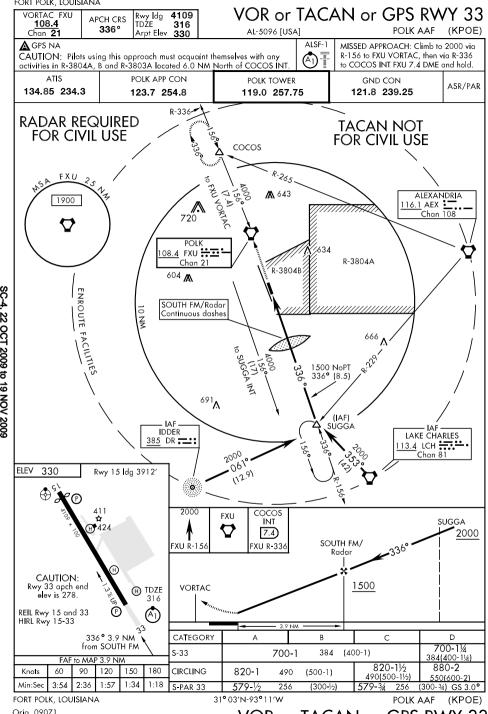


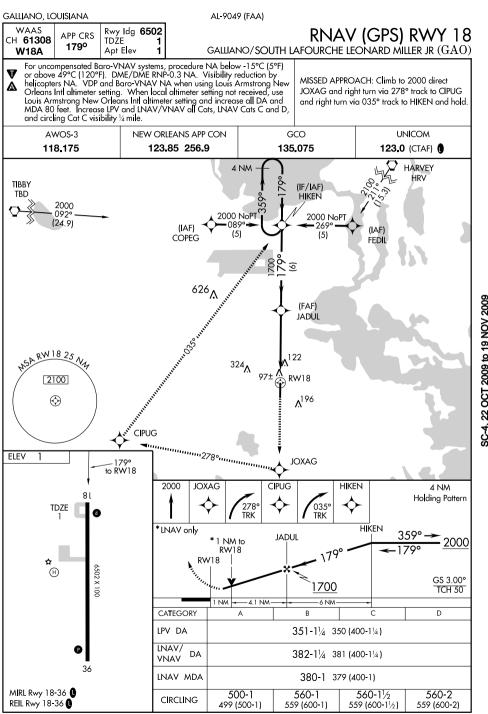


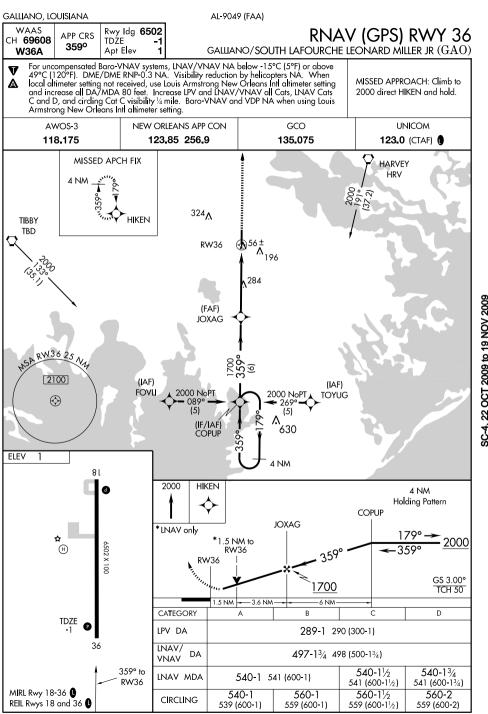


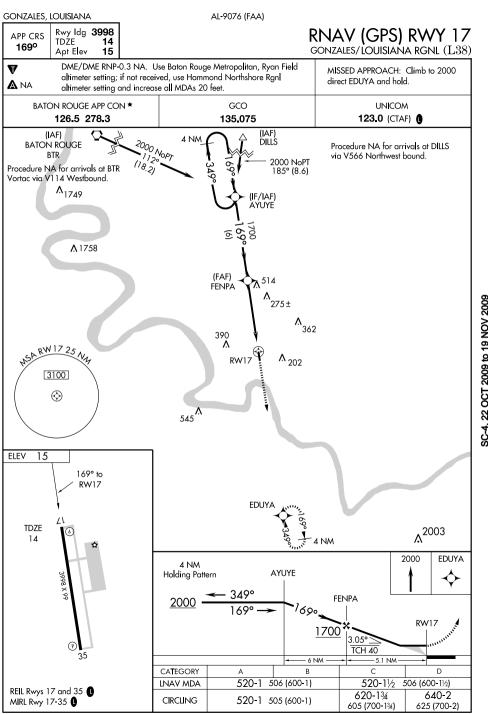


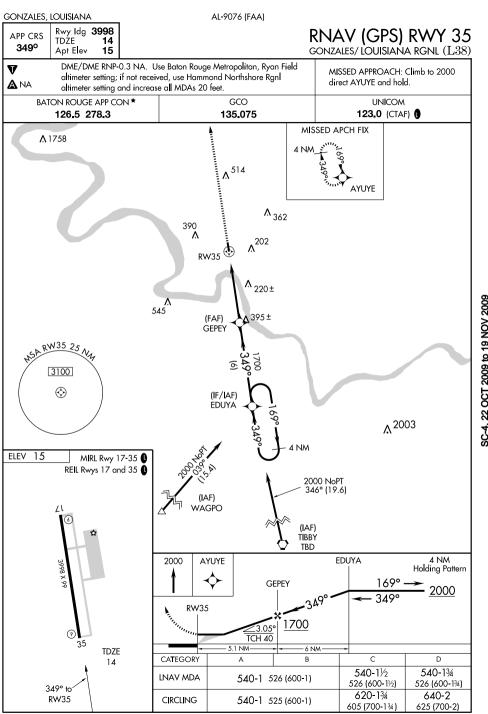


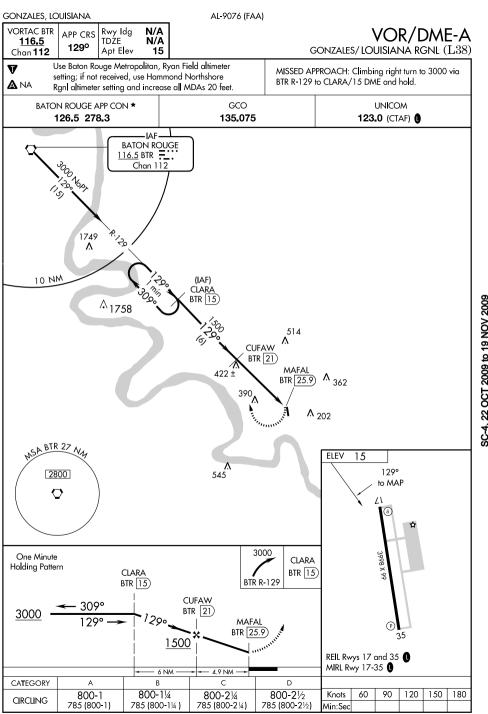


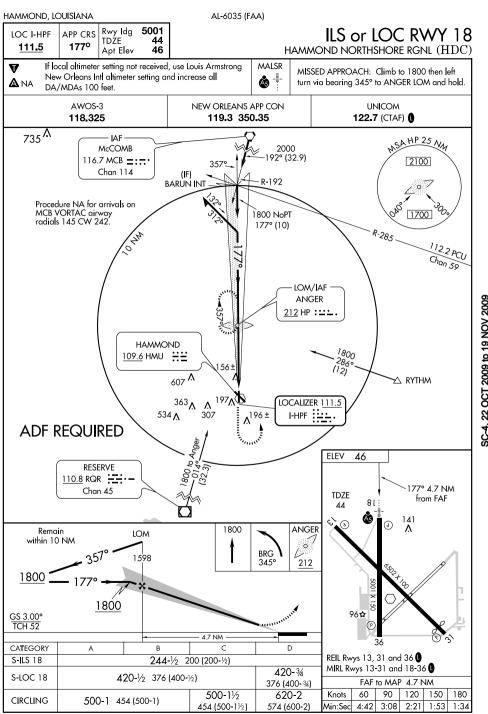




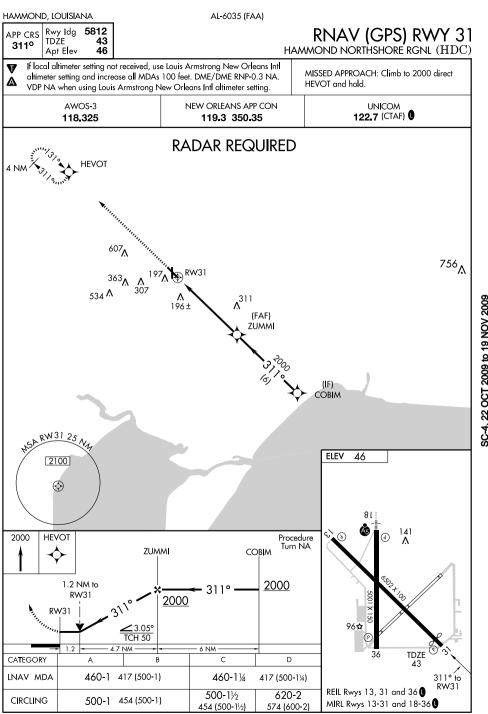


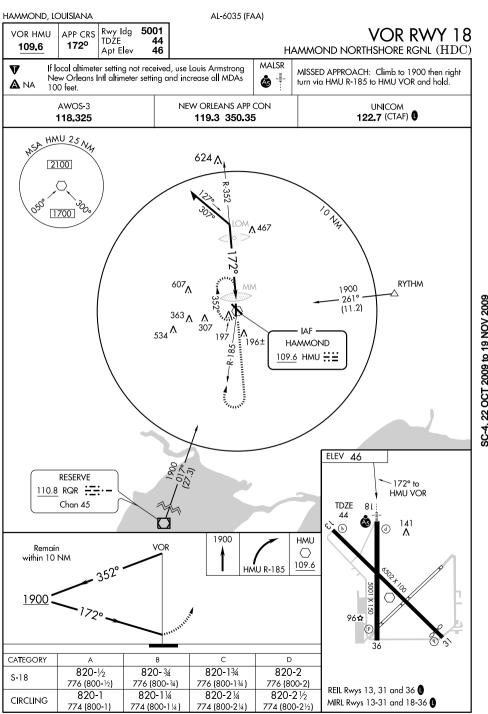


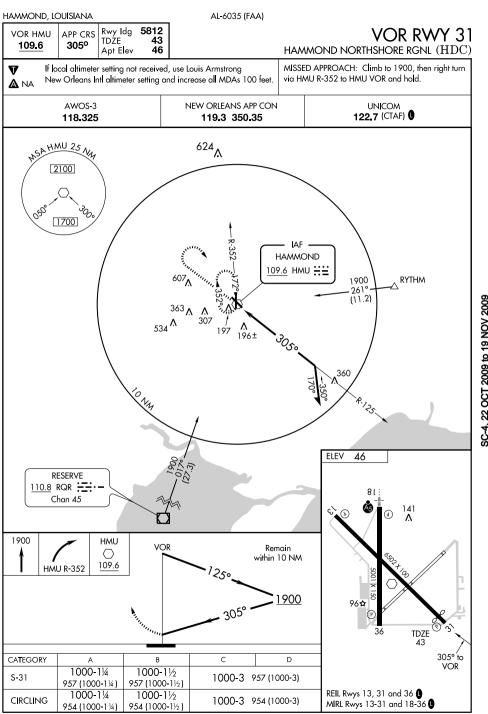


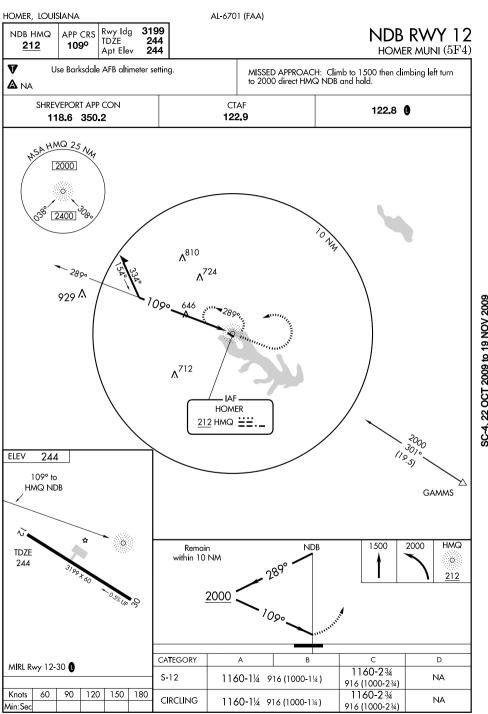


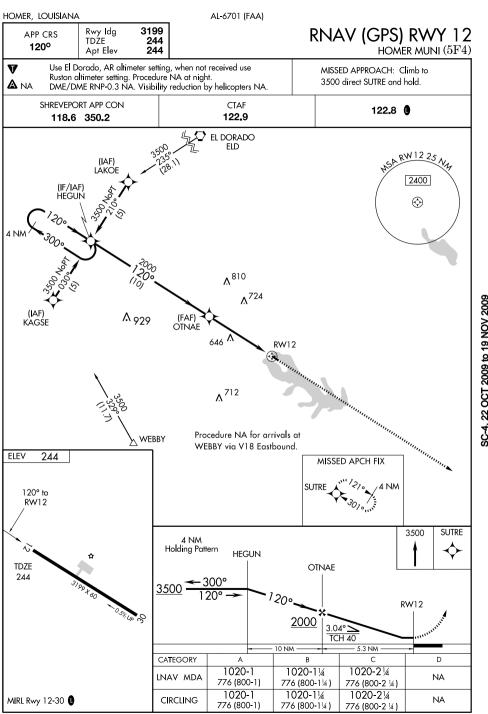
HAMMOND, LOUISIANA AL-6035 (FAA) 5001 RNAV (GPS) RWY 18 Rwy Ida APP CRS TDŹE 44 177° HAMMOND NORTHSHORE RGNL (HDC) Apt Elev 46 T If local altimeter setting not received, use Louis Armstrong New Orleans MALSR Intl altimeter setting and increase all MDAs 100 feet. VDP NA when MISSED APPROACH: Climbing left **&** --using Louis Armstrong New Orleans Intl altimeter setting. For inoperative turn to 1800 direct BARUN and hold. MALSR, increase LNAV Cat D visibility to 11/4. DME/DME RNP-0.3 NA. AWOS-3 NEW ORLEANS APP CON UNICOM 118.325 122.7 (CTAF) 0 119.3 350.35 [∧] 735 4 NM (IF) **BARUN** SC-4 22 OCT 2009 to 19 NOV 2009 (FAF) **SUGVE** Λ ₄₆₇ ۸⁶⁰⁷ 156 NSA RW 18 25 Ny RADAR REQUIRED Λ196± 2100 ELEV 46 **(** 177° to **RW18 TDZE** 44 81 141 Λ Procedure 1800 BARUN Turn NA BARUN SUGVE 2000 1.1 NM to RW18 1800 **RW18** 96☆ 3.05° <u>►</u> TCH 52 36 9.4 4.2 -CATEGORY C D Α 460-34 460-1 LNAV MDA 460-1/2 416 (500-1/2) 416 (500-34) 416 (500-1) REIL Rwys 13, 31 and 36 620-2 500-11/2 CIRCLING 500-1 454 (500-1) MIRL Rwys 13-31 and 18-36 (454 (500-1½) 574 (600-2)

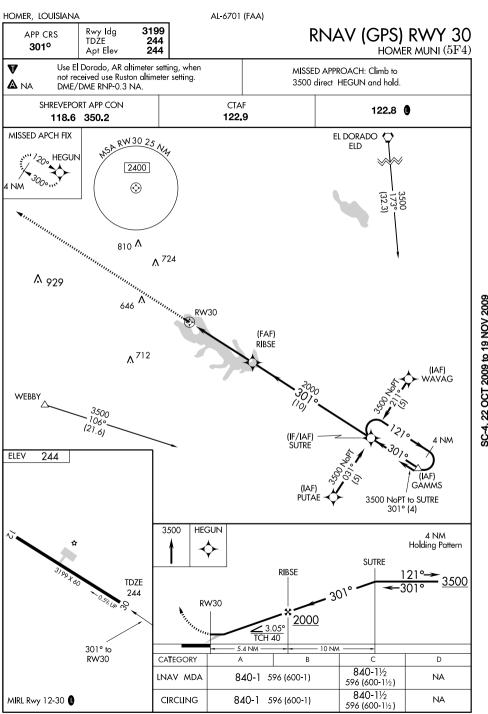


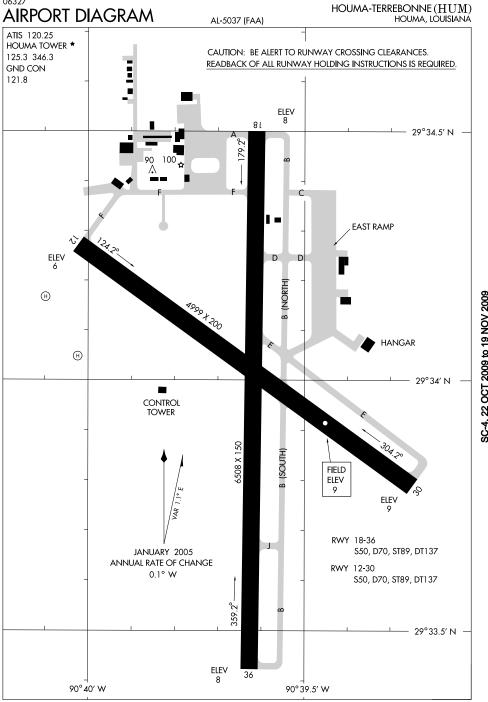


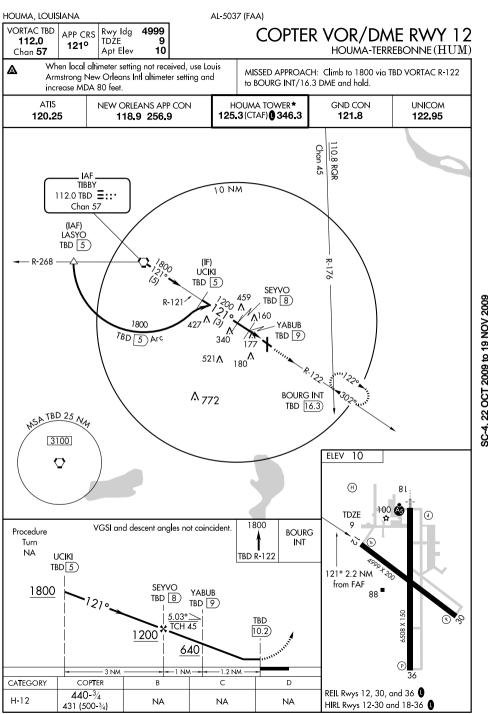


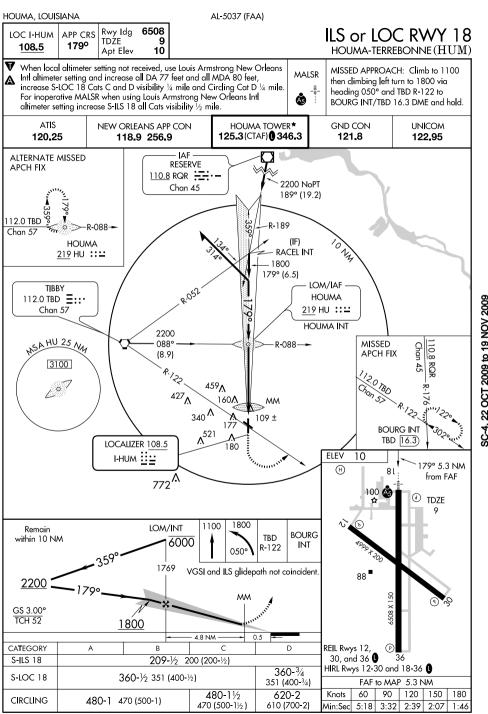


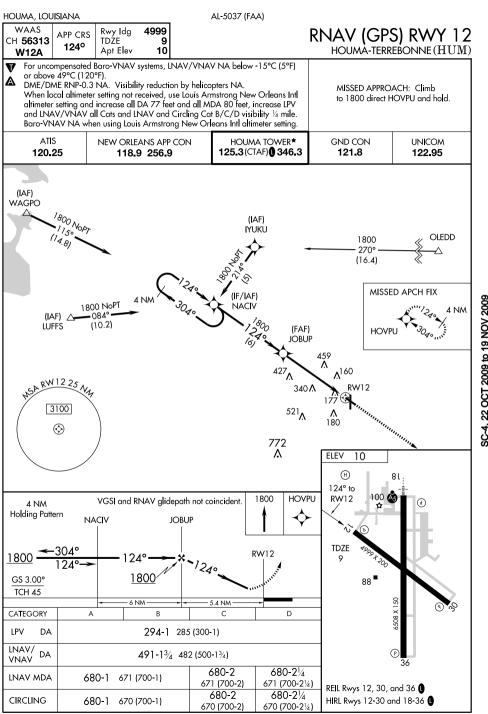


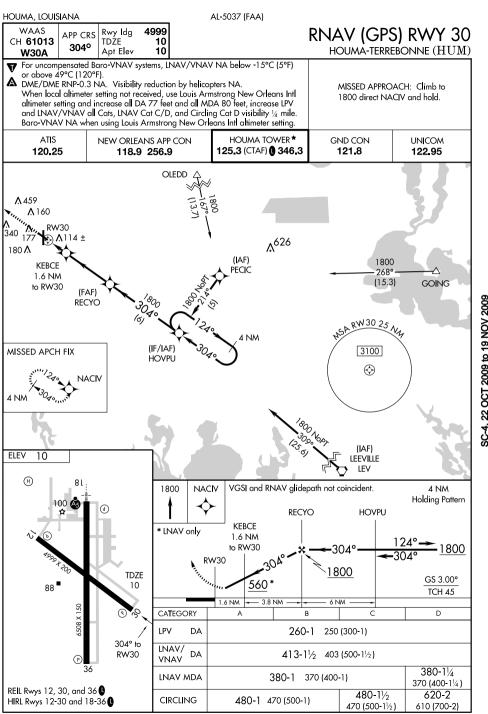


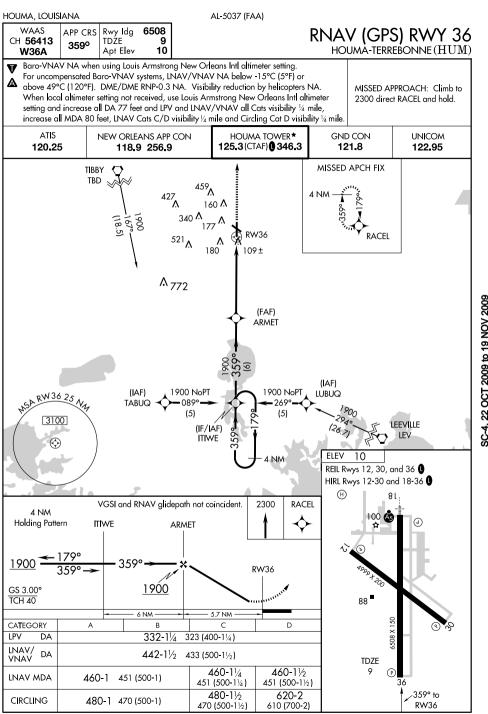


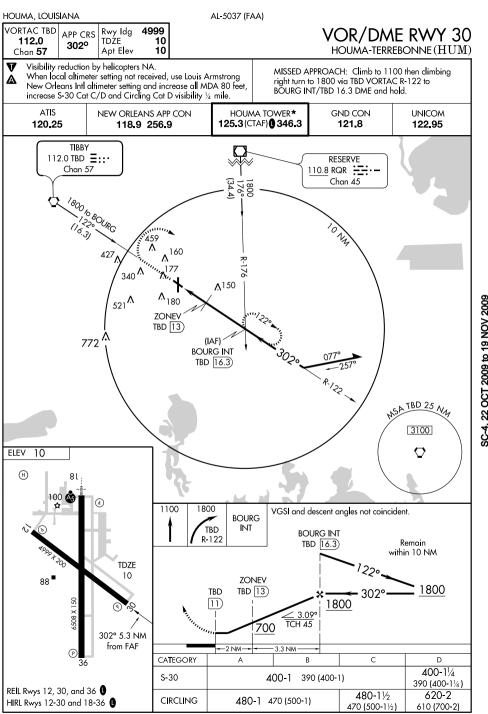


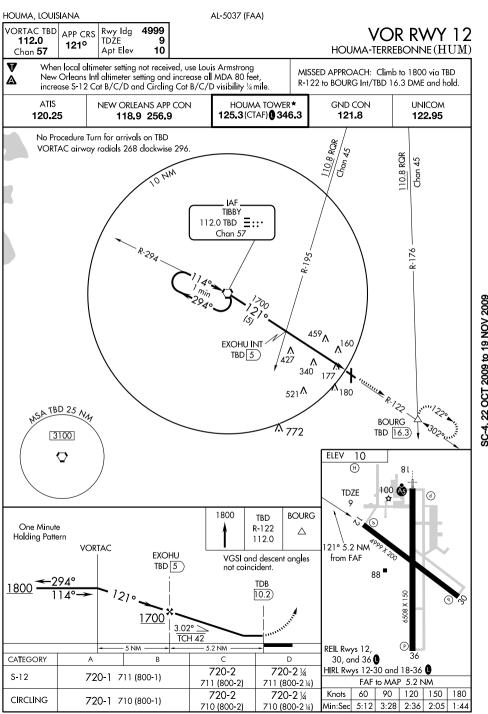


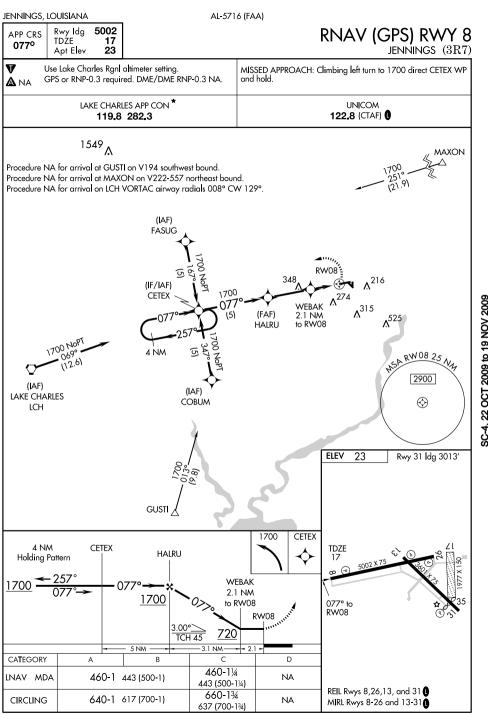


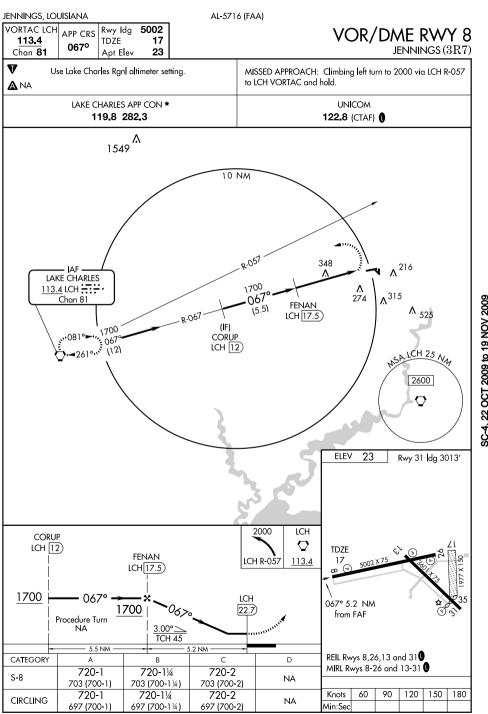


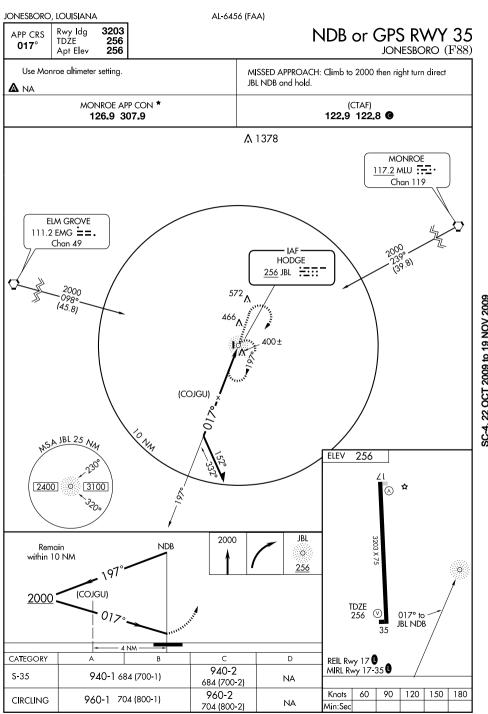


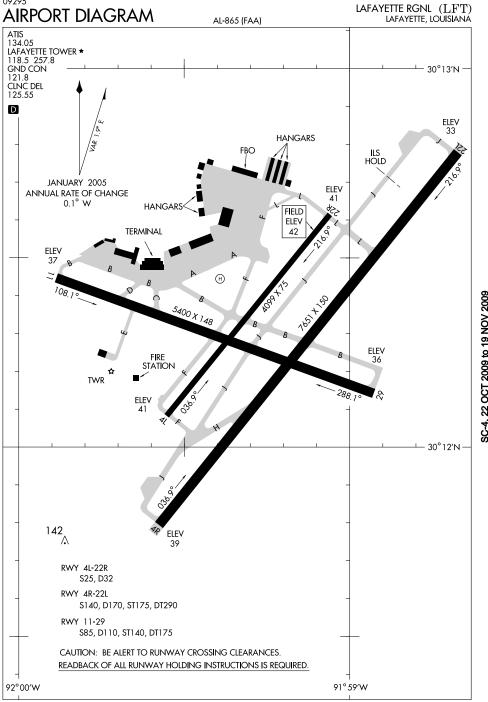


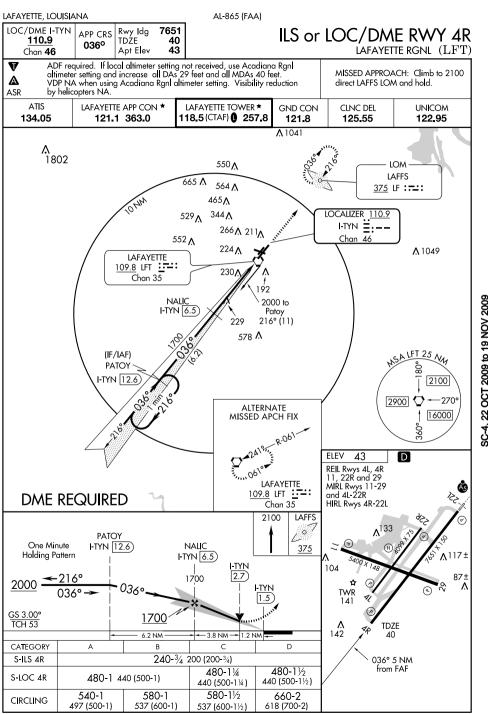


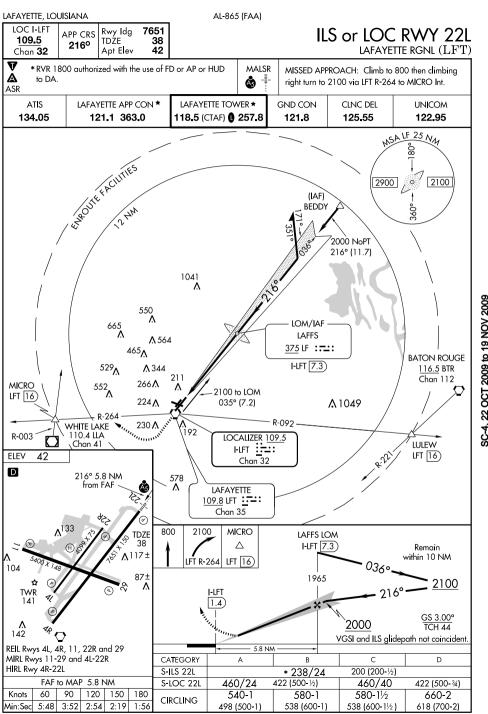


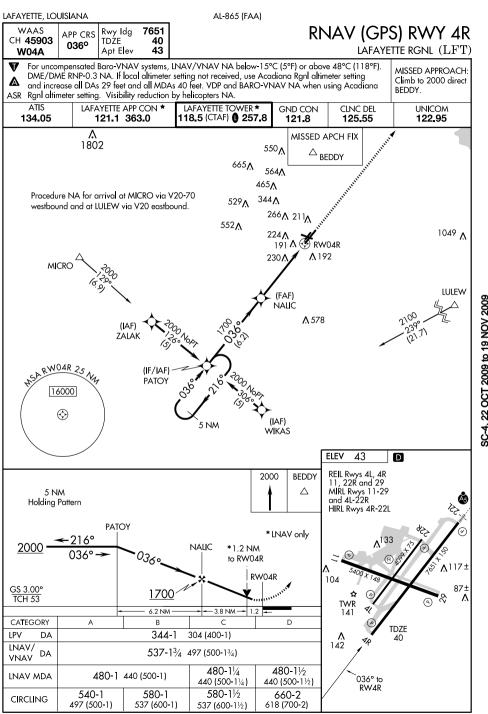


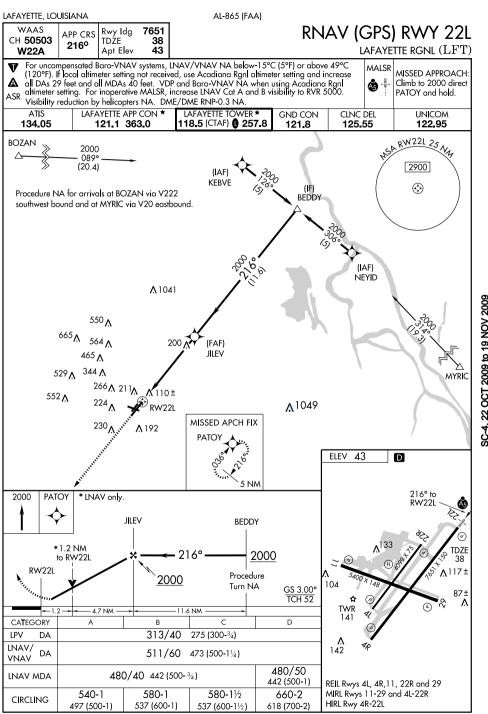


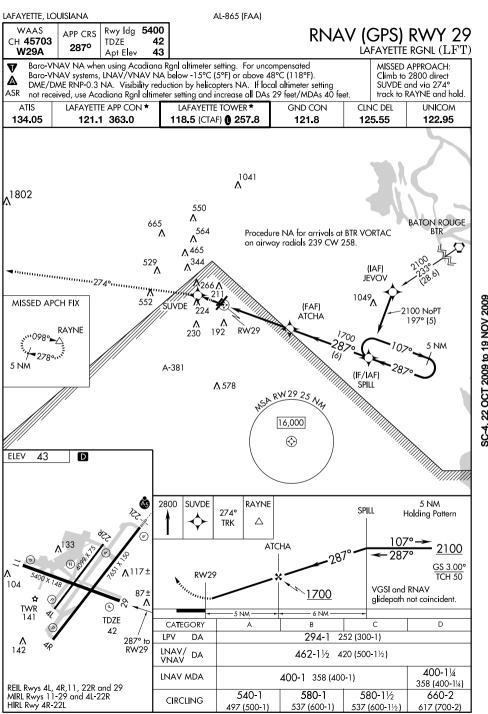


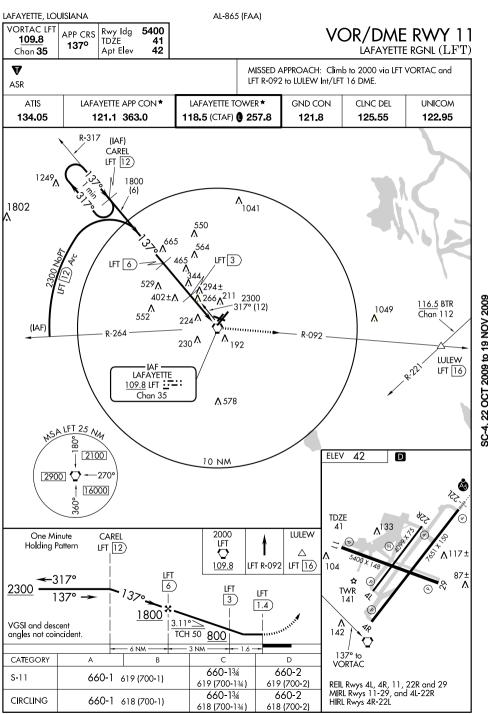


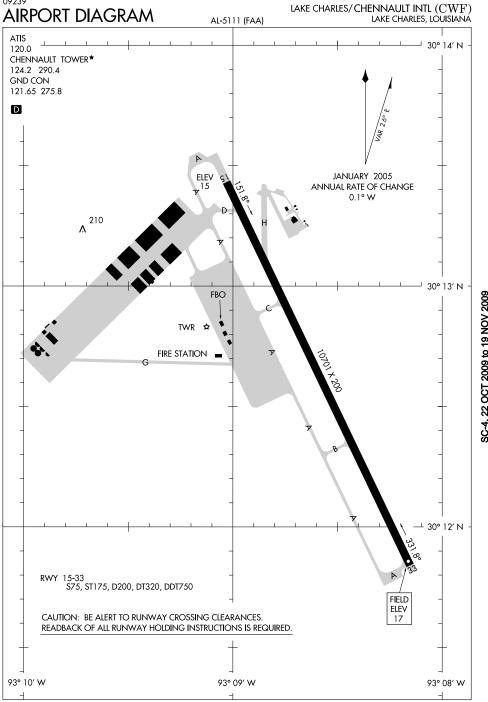


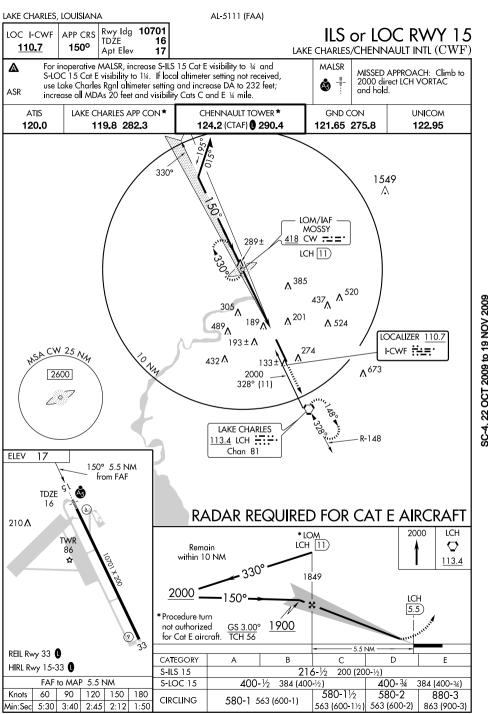


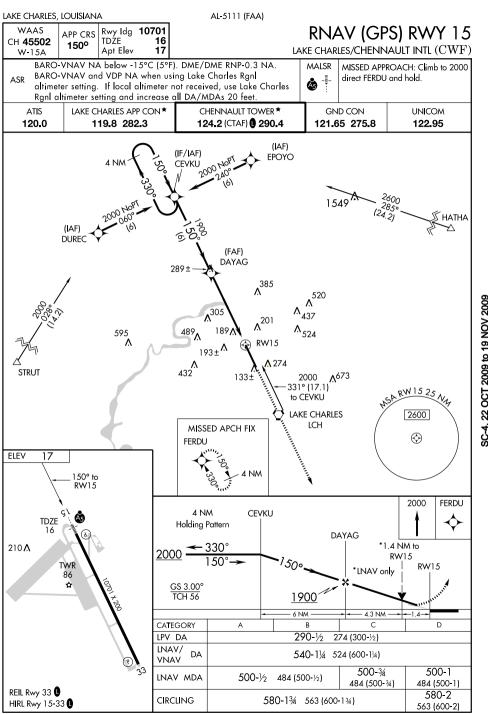


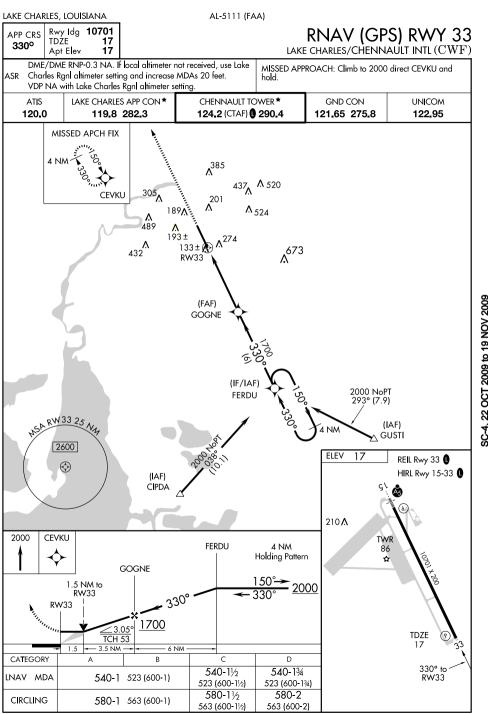


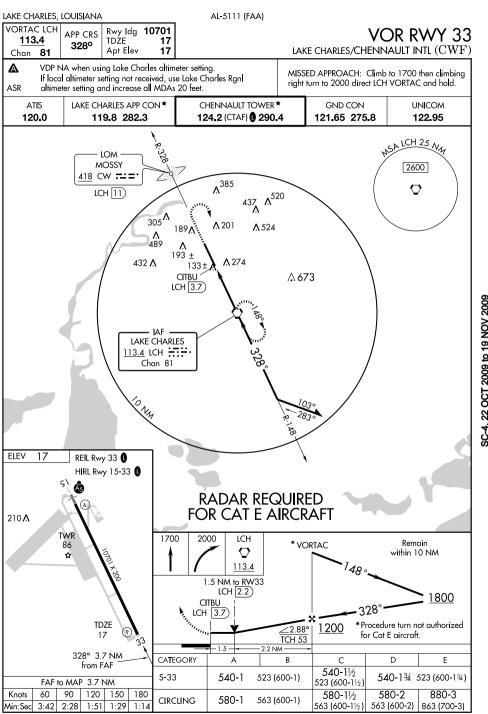


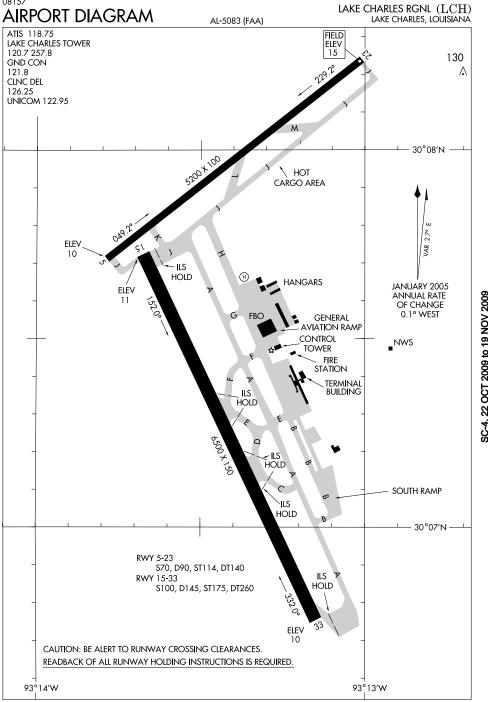


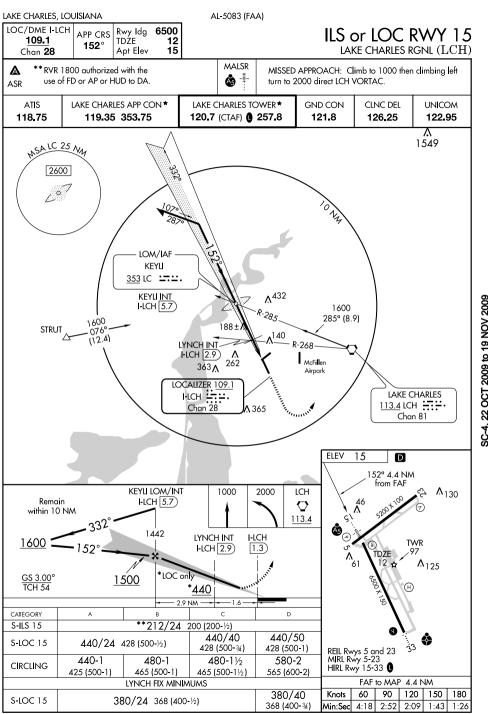


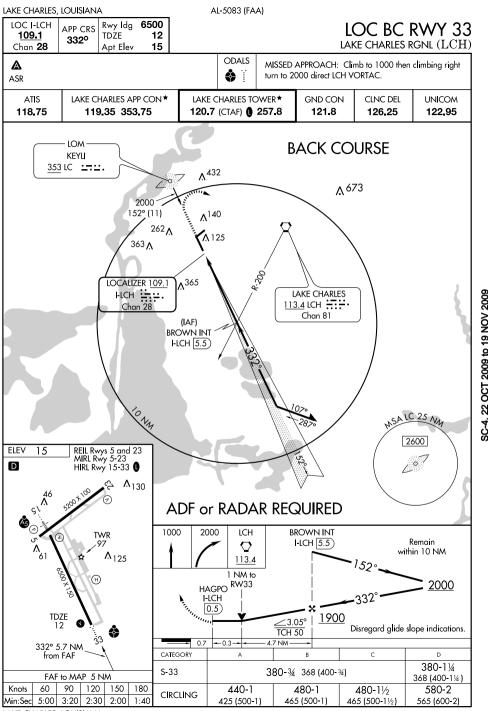


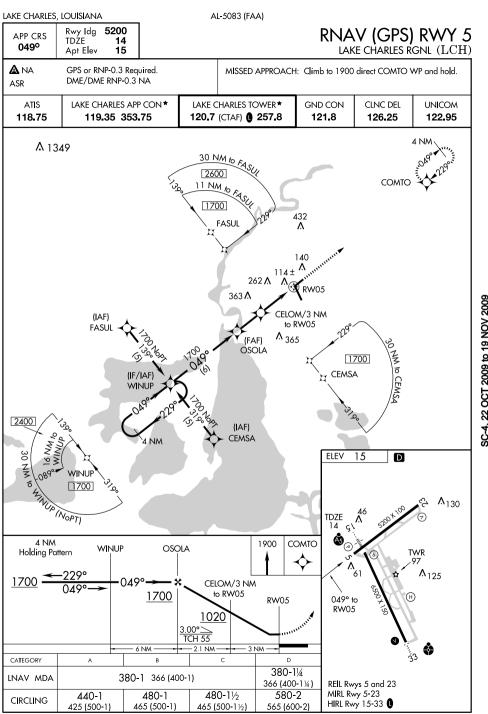


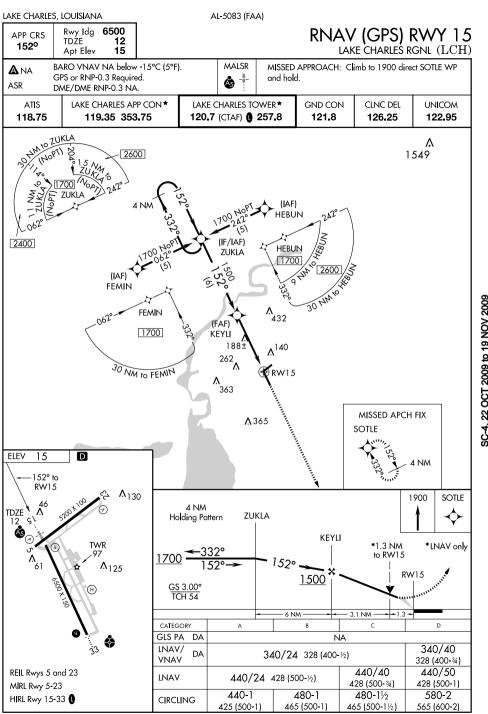


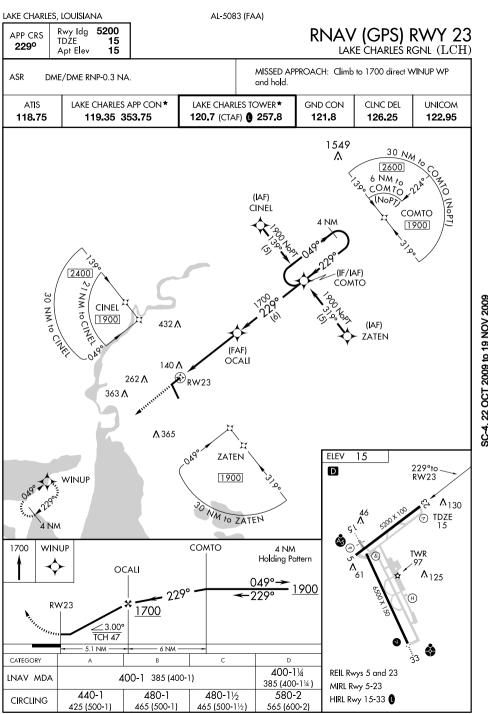


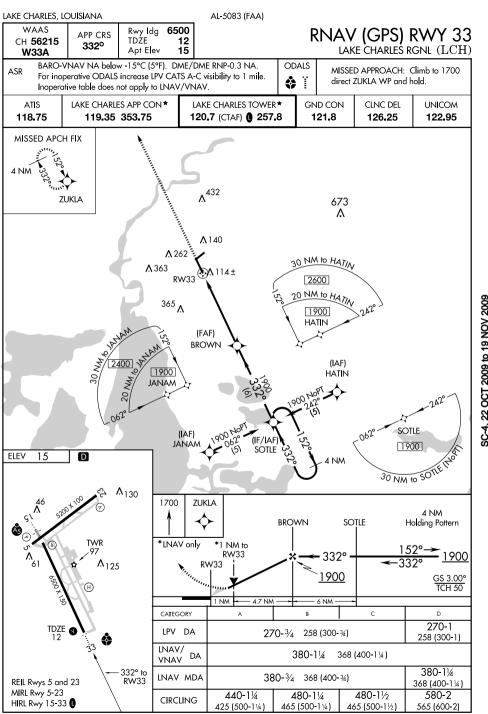


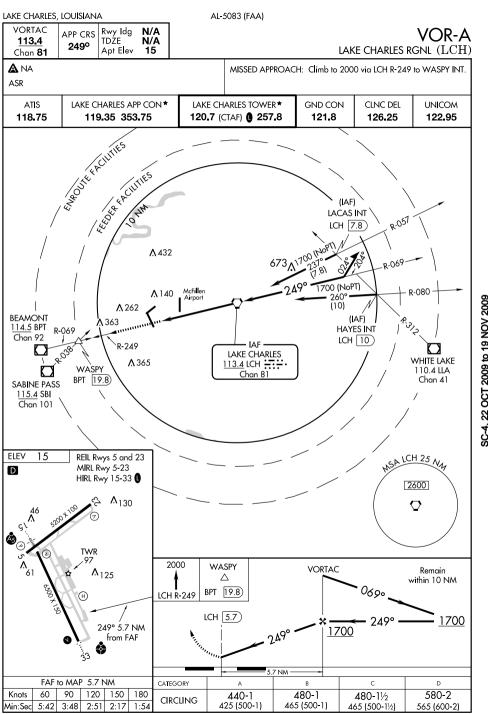


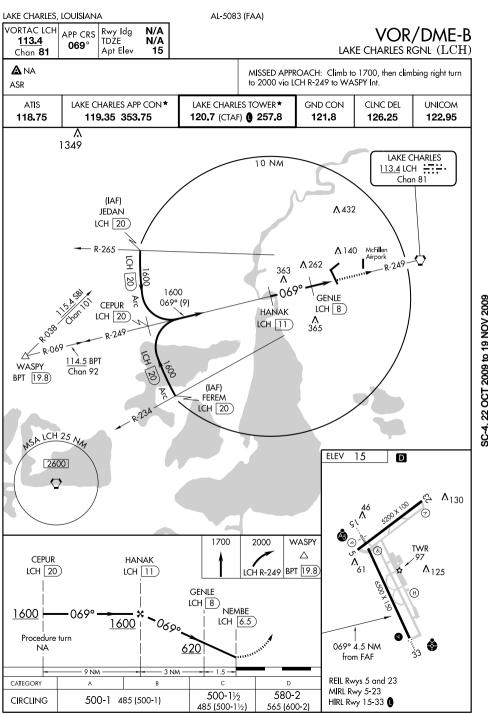


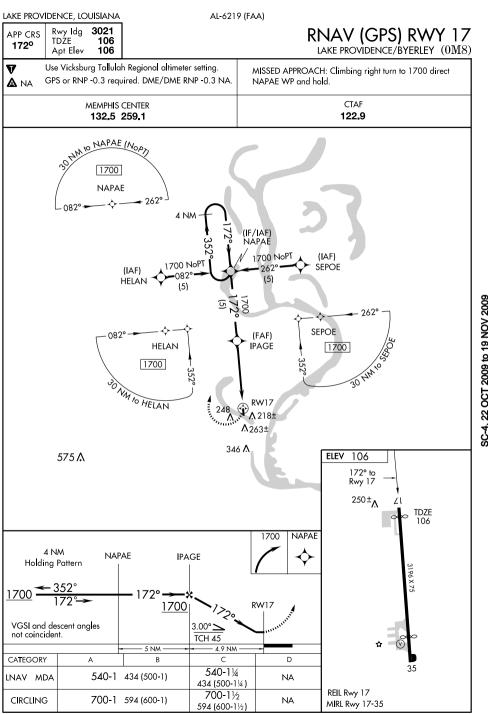


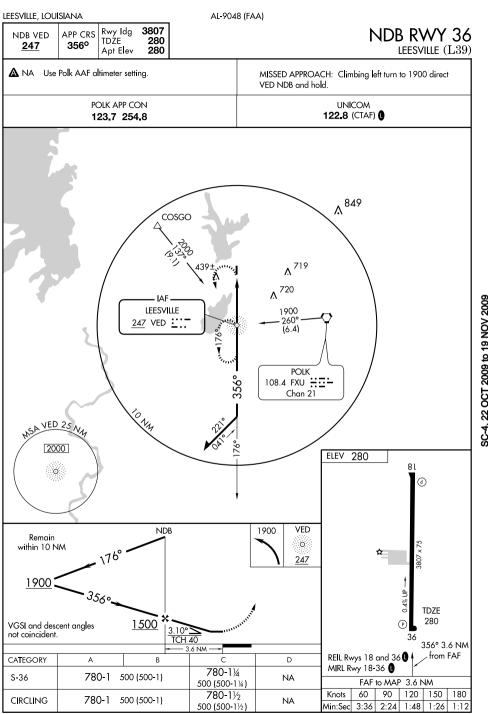


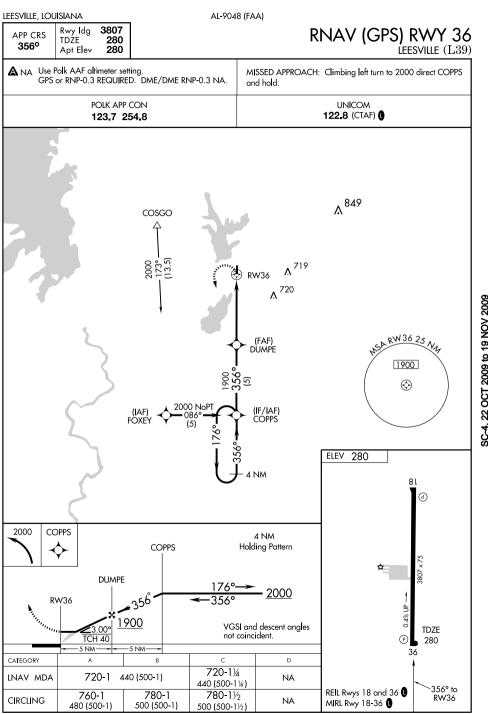


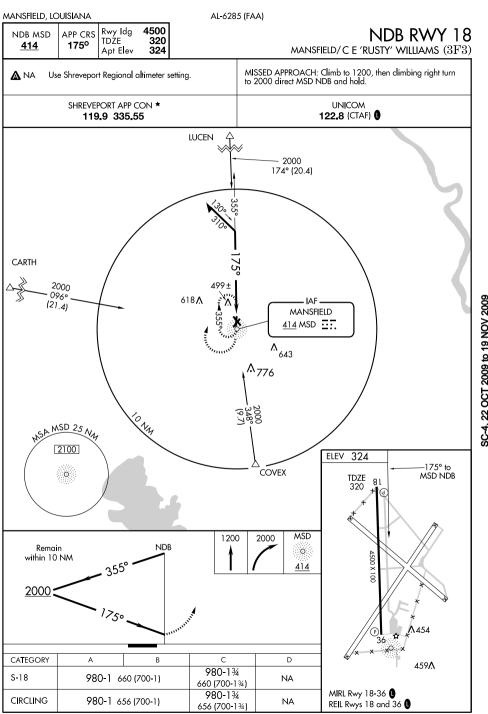


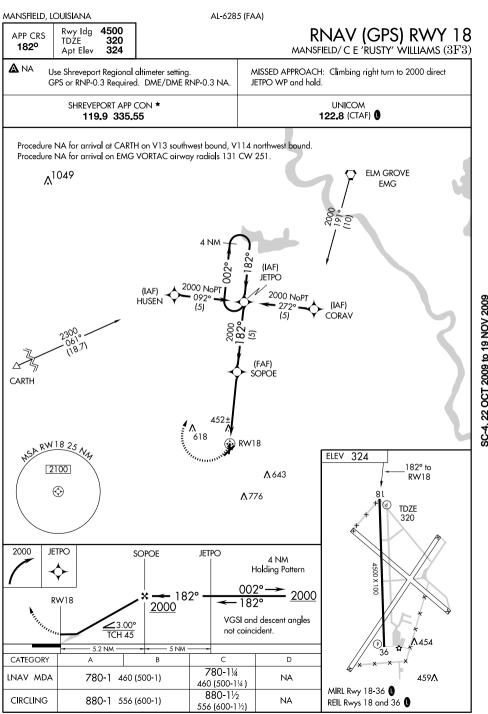








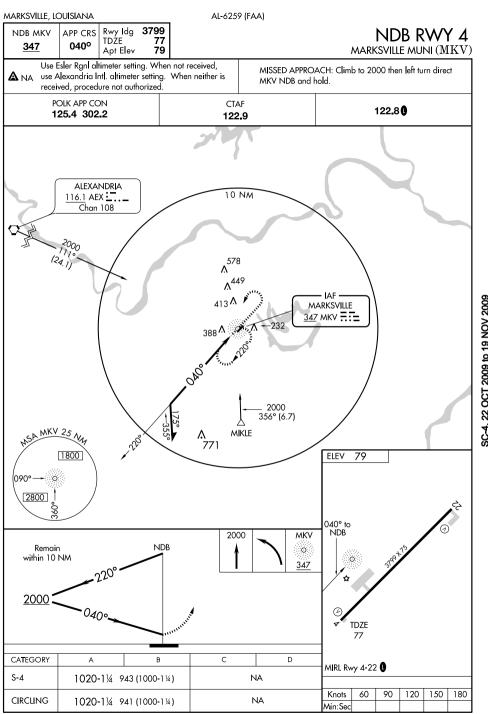


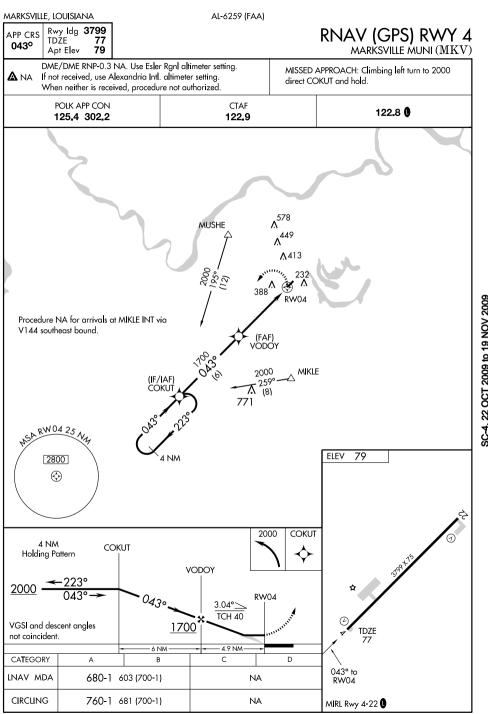


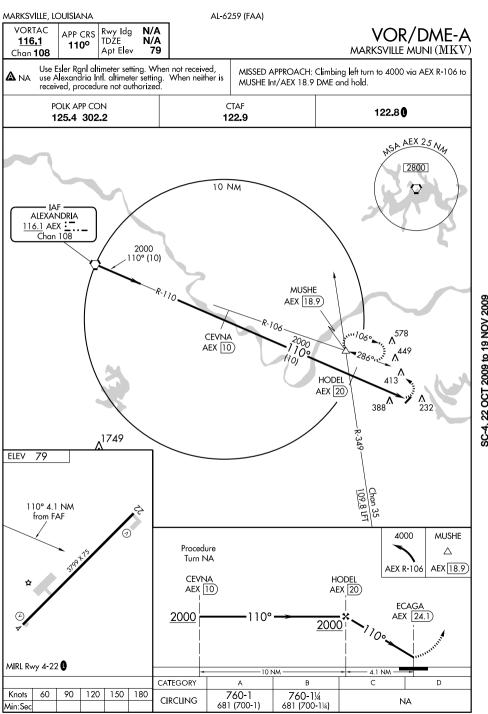
MANY, LOUISIANA WAAS Rwy Idg 4402 RNAV (GPS) RWY 12 APP CRS CH 78015 TDŹE 319 117º AL-6220 (FAA) MANY/HART (3R4)Apt Elev 319 W12A Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. V Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; MISSED APPROACH: Climb to 4500 direct NOKSY when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile. and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold. POLK APP CON UNICOM 123.7 254.8 122.8 (CTAF) 0 COVEX **5 NM** MARTA : 776 (IAF) RIKKS SC-4 22 OCT 2009 to 19 NOV 2009 (IF) HEKET ۸^{634±} (FAF) RW12 25 Ny TILRR 898 394± **№**406± 1900 RW12 (4) ELEV 319 NOKSY 117° to RW12 NOKSY SOMCA MARTA HEKET trk trk Δ **TDZE** 0279 318° 319 2500 TILRR Procedure Turn RW12 NA GS 3.00° 2000 TCH 50 6 NM 5.1 NM CATEGORY D LPV DA 713-11/4 394 (400-11/4) NA LNAV/ DA 765-11/2 446 (500-11/2) NA VNAV 820-11/2 LNAV MDA NA 820-1 501 (600-1) 501 (600-11/2) REIL Rwys 12 and 30 🗓 900-11/2 CIRCLING NA MIRL Rwy 12-30 (900-1 581 (600-1) 581 (600-11/2)

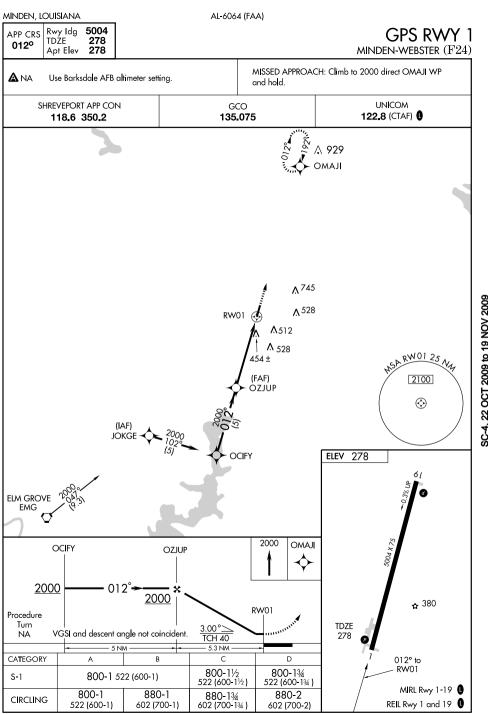
MANY, LOUISIANA RNAV (GPS) RWY 30 Rwy Idg 4402 APP CRS TDŹE 311 282° MANY/ HART (3R4)AL-6220 (FAA) Apt Elev 319 DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

A NA Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase INAV and Circling Cat C visibility ½ mile. MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500. POLK APP CON LINICOM 123.7 254.8 122.8 (CTAF) 0 MOFCO 25 1/2 ^{′/}>°►∆MARTA 1900 SC-4 22 OCT 2009 to 19 NOV 2009 (IAF) ۸⁵²⁷ TOBOC 390 **^** ^898 **PEXTU** (IAF) NUBOY (MAP) 2500 2400 2**82**° MOFCO KENCY 260° (14.5)1.9 NM to (FAF) (6) **MOFCO** JATOV ELEV 319 **OXIDE** R-3803A 4500 **PEXTU** MARTA VGSI and descent anales OXIDE not coincident. trk Δ TDZE 311 JATOV 002° KENCY 2500 1.9 NM to 282° MOFCO < 3.57° Procedure TCH 50 **MOFCO** Turn 2400 NA 1260 .9 NM 6 NM CATEGORY В D C 900-11/2 NA LNAV MDA 900-1 589 (600-1) 589 (600-11/2) REIL Rwys 12 and 30 🗓 900-11/2 MIRL Rwy 12-30 (CIRCLING NA 900-1 581 (600-1) 581 (600-11/2)

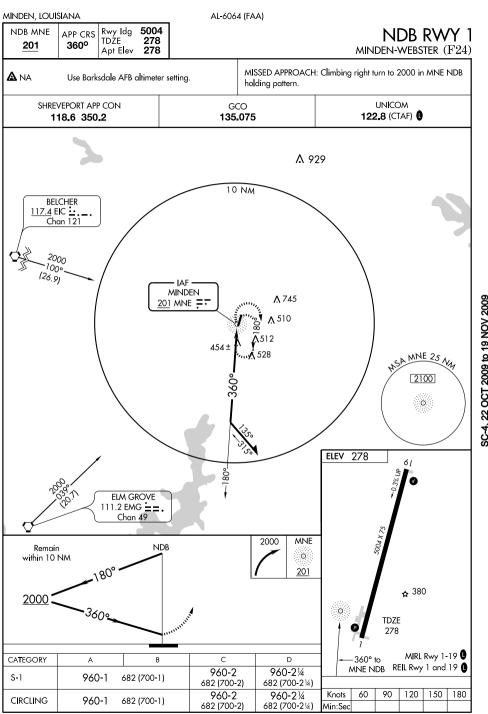


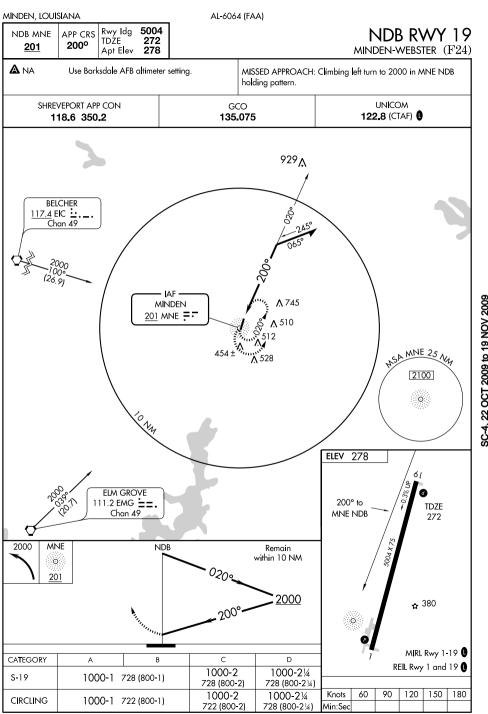


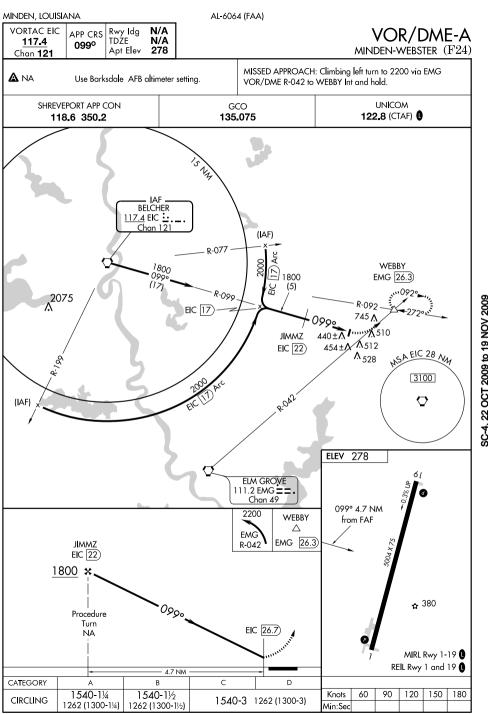


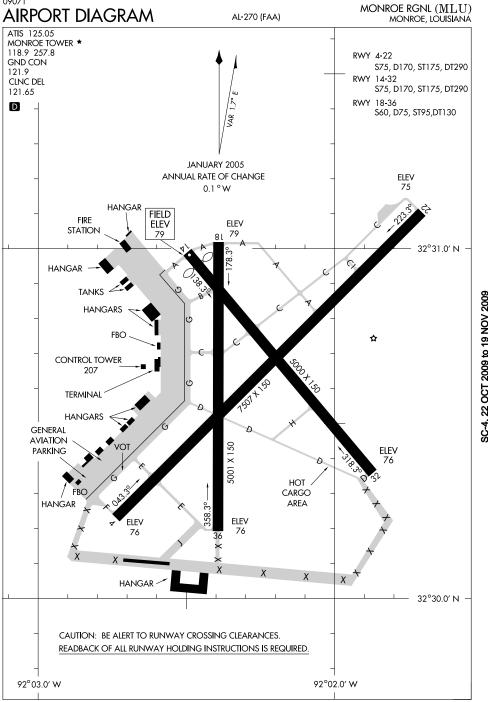


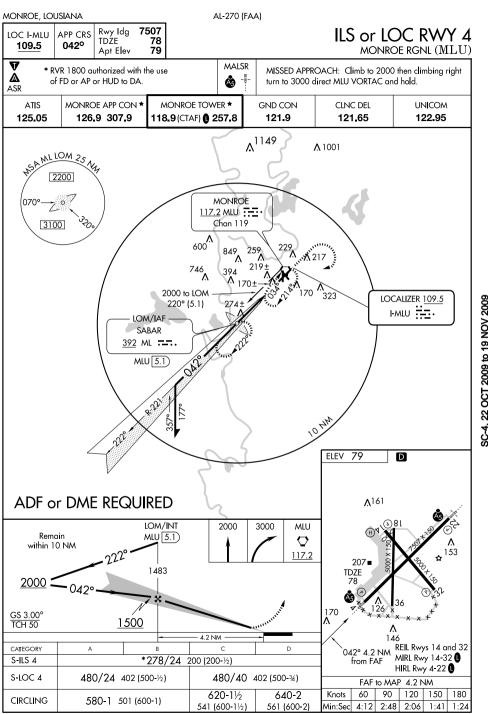
		A)	AL-6064 (FA		SIANA	AINDEN, L
	GPS RWY 1 minden-webster (F2				y Idg 5004 ZE 272 t Elev 278	APP CRS 192º
	t: Climb to 2000 direct OCIFY WP	MISSED APPROACH: and hold.		▲ NA Use Barksdale AFB altimeter settin		
	UNICOM 122.8 (CTAF) (j	GCO 135.07 5	٧	VEPORT APP COI 18.6 350.2	Si
	(IAF) INWAM	A 745	(FAF) NOJUP	(IA JOK		
to 9	ELEV 278		454 ± ₹ Λ 512 Λ 528	RFD.	r requir	RAD
	TDZE 272 ** ** ** ** **	AJI	OM	NOJUP	IFY	2000
	☆ 380 7 MIRL Rwy 1-19 ① REIL Rwy 1 and 19 ①	2000 incident. D 700-1½ 428 (500-1½) 880-2 602 (700-2)	and descent angle not co	× 20 VG B 428 (500-1) 880 602 (7	3.00 TCH 40 5.3 NM – A 700-1 800-1 522 (600-1)	CATEGOR S-19

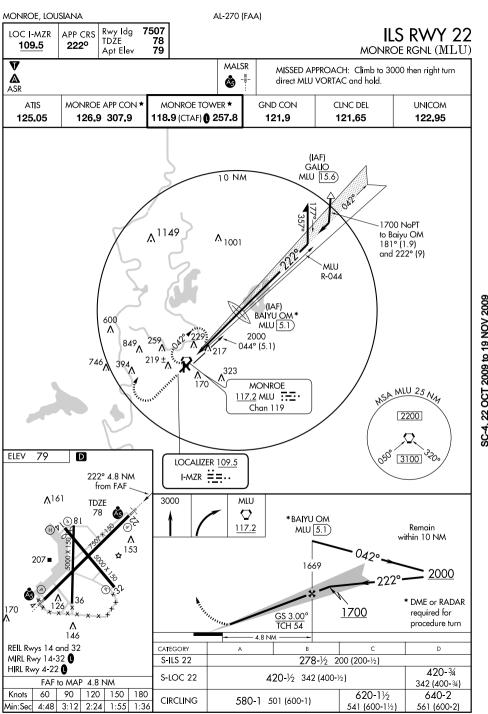


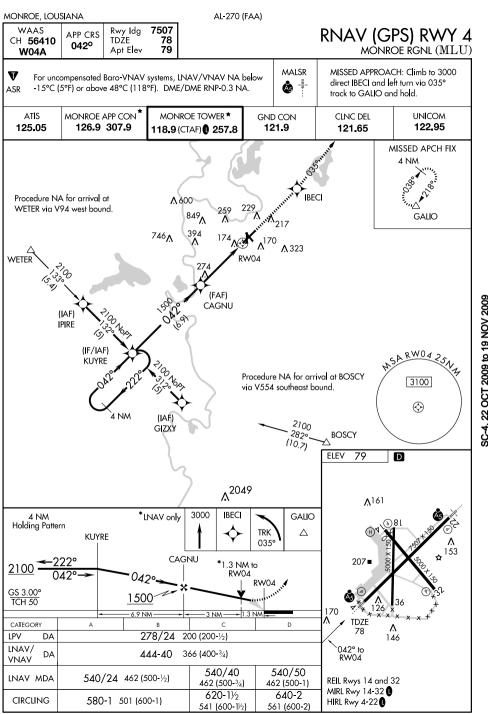




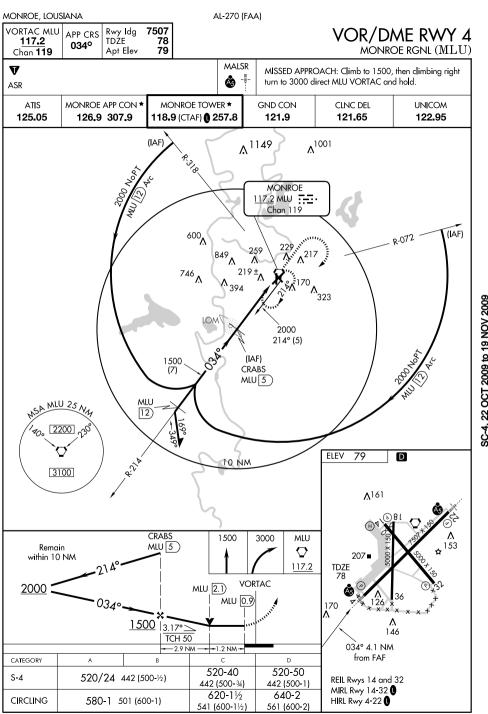


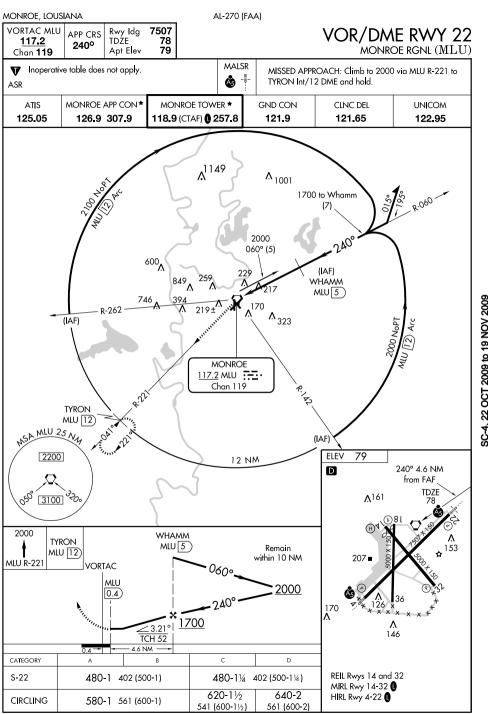


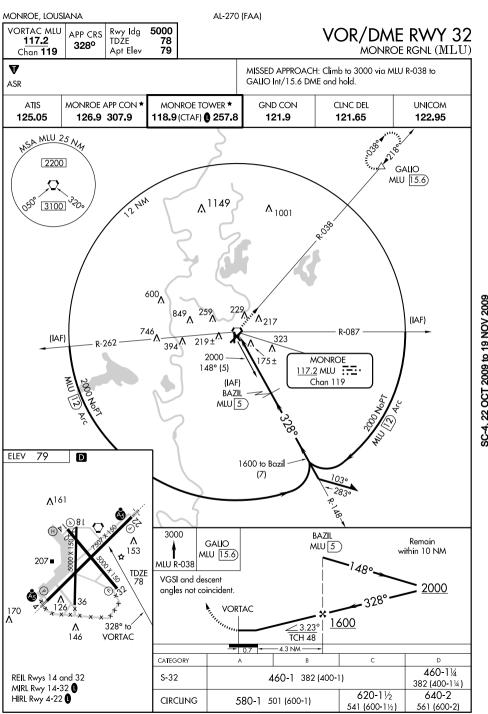


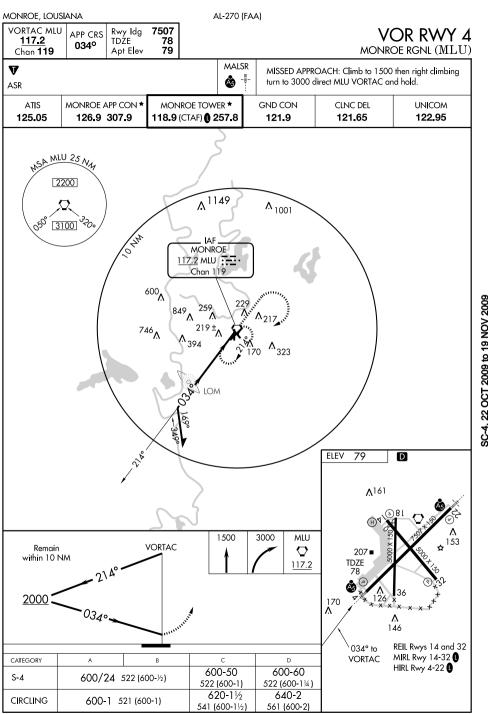


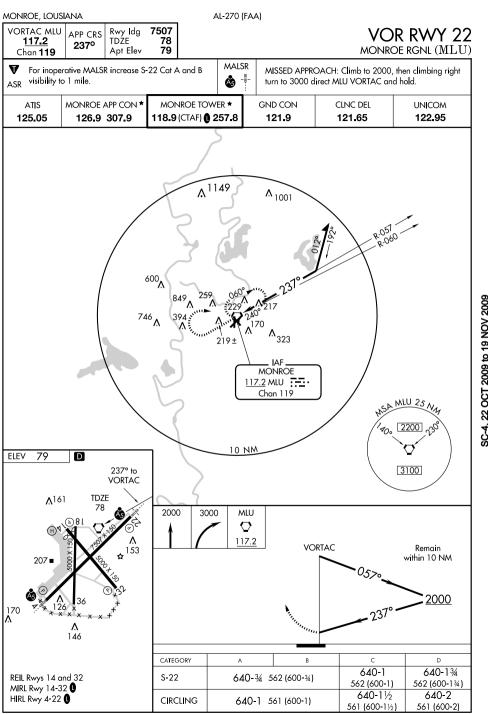
SC-4, 22 OCT 2009 to 19 NOV 2009

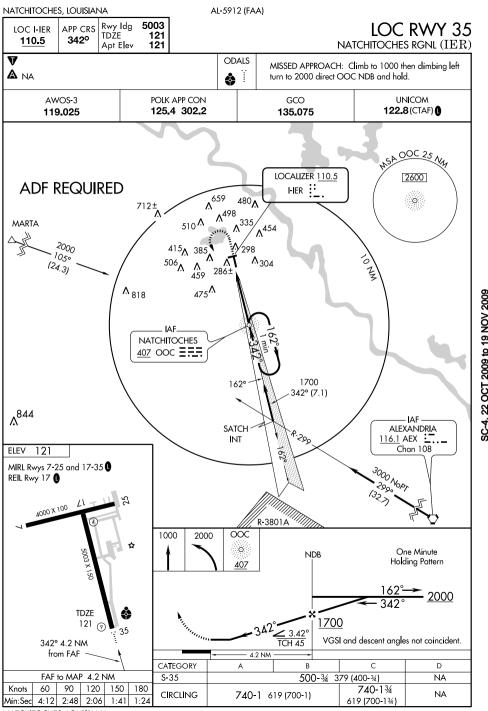


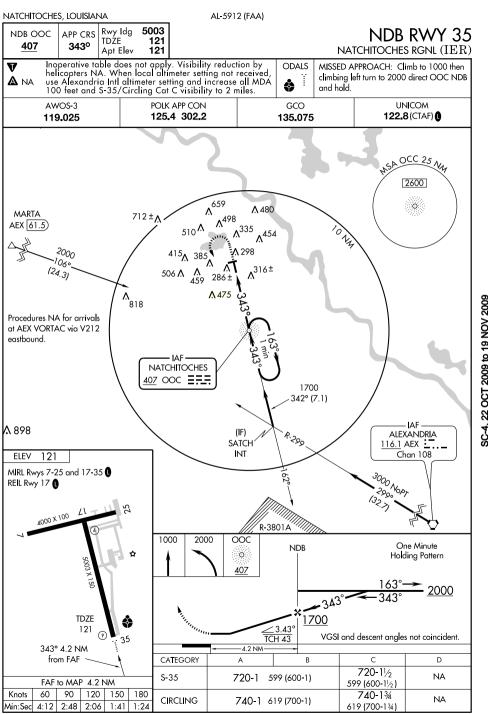


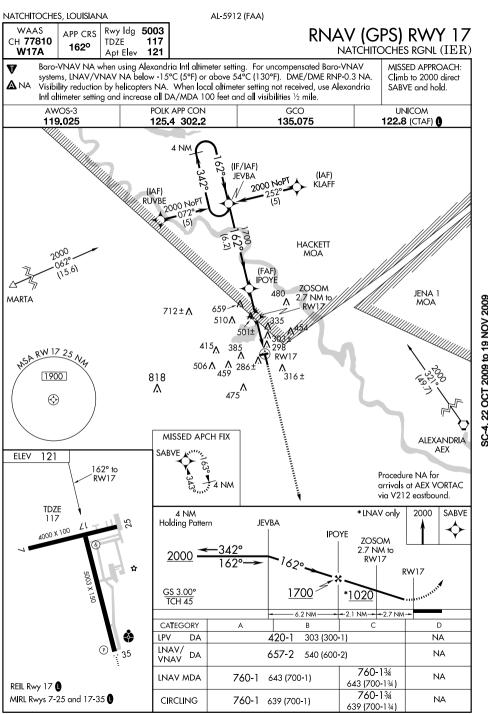


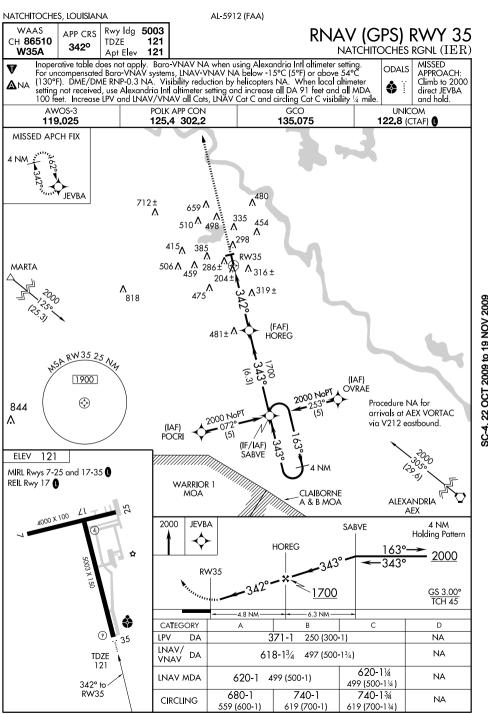


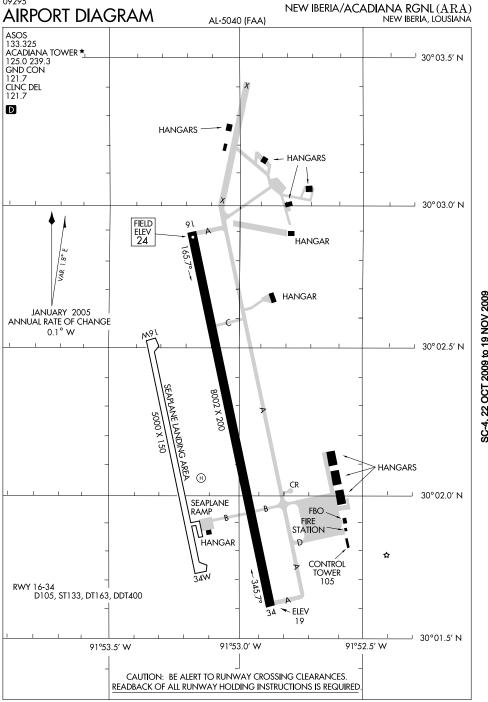


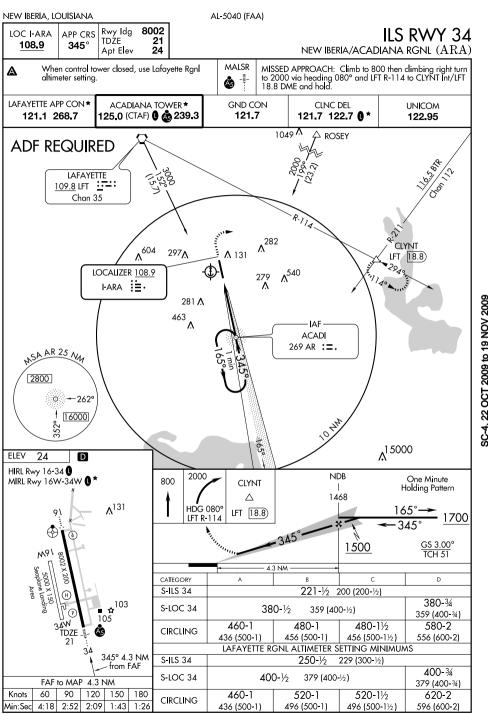


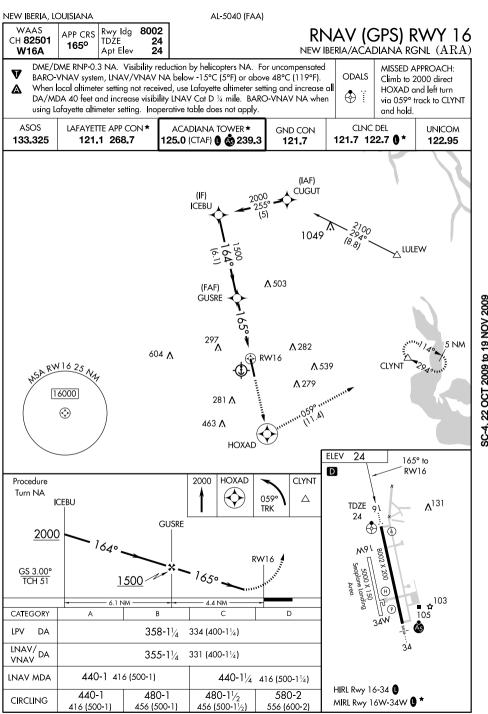


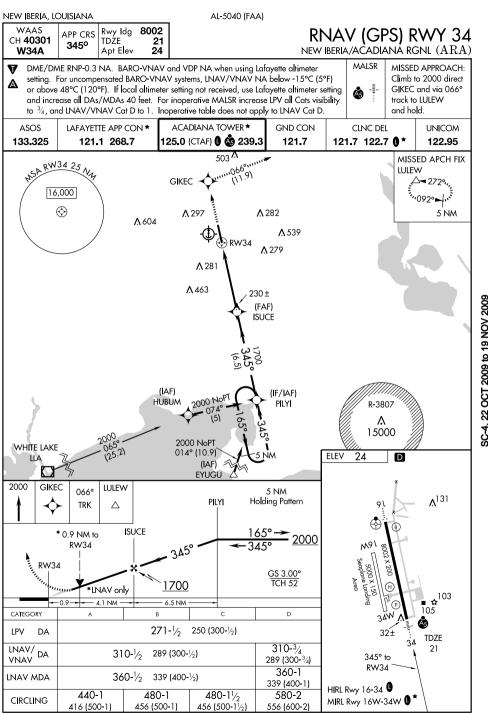


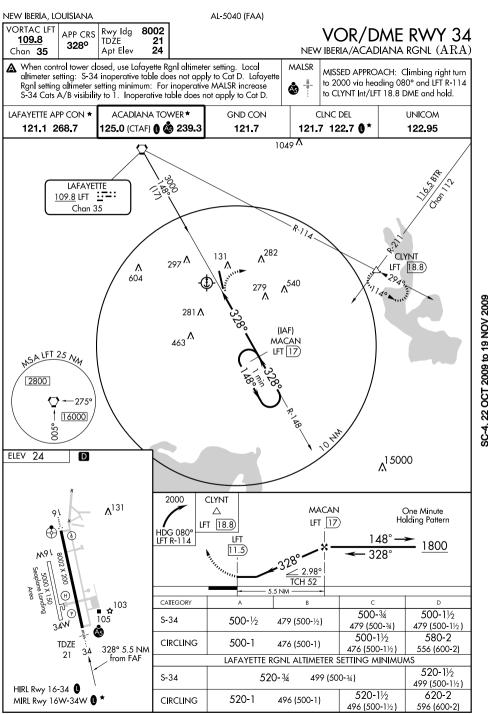


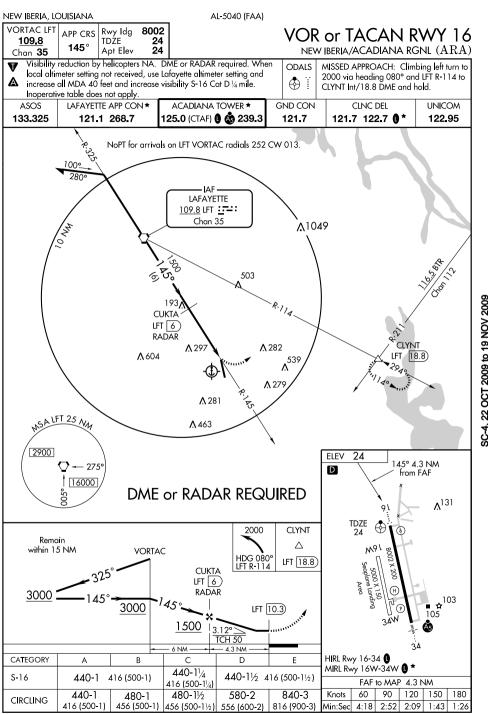


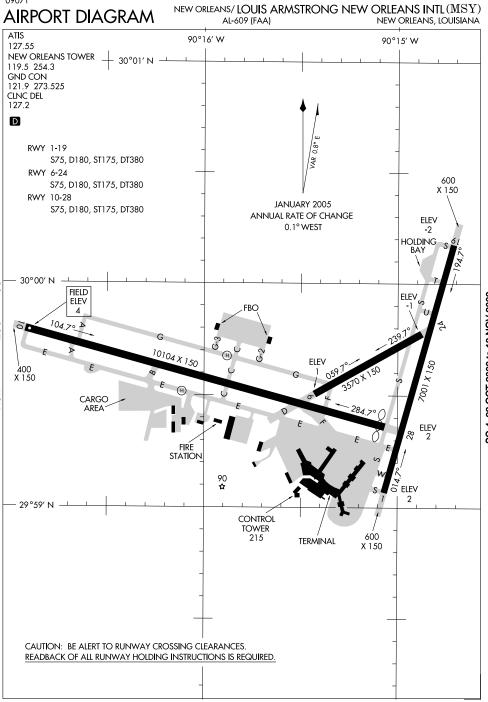


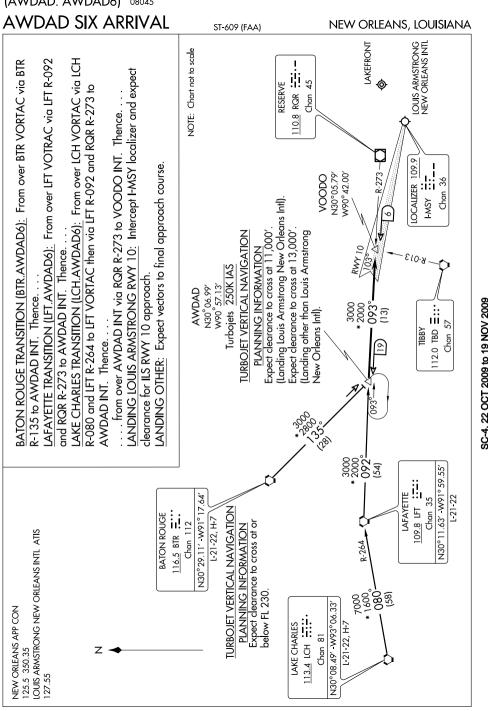


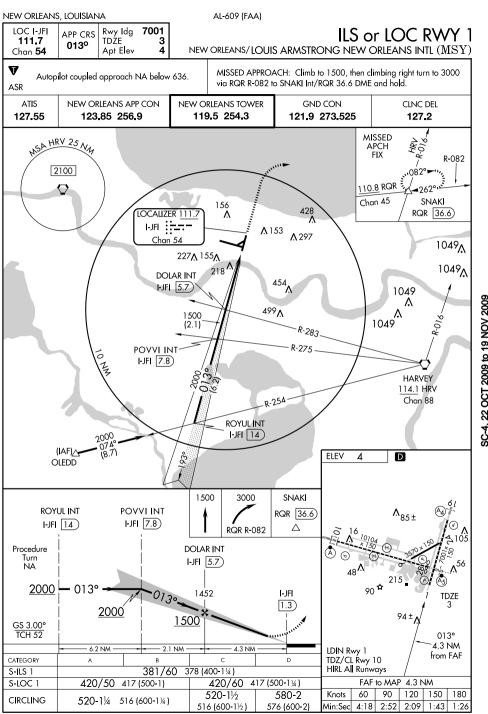


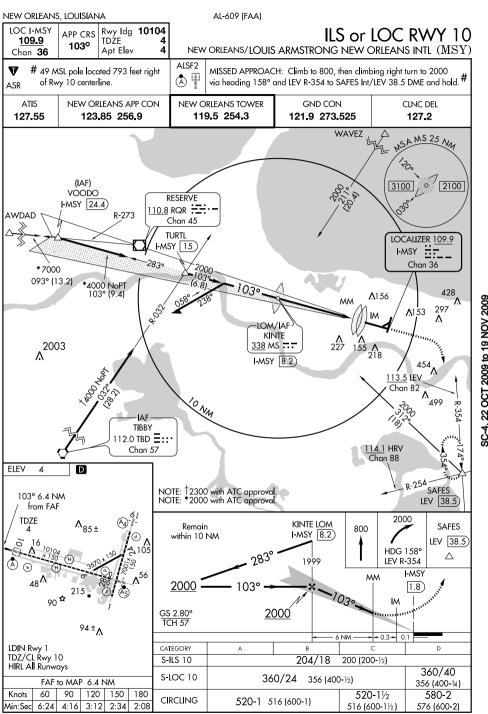


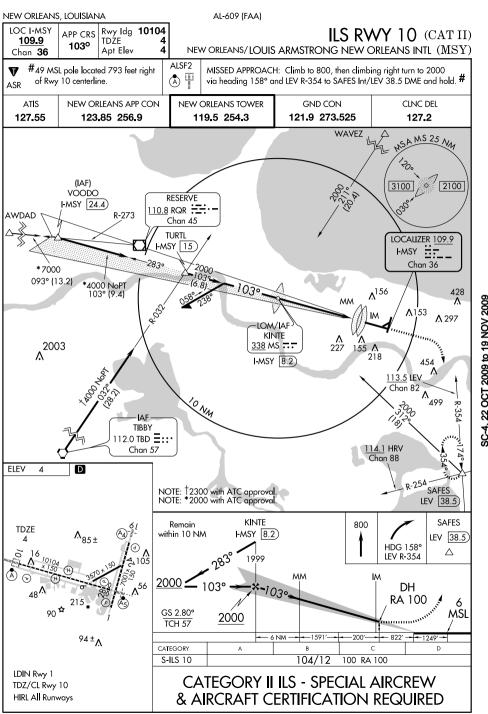


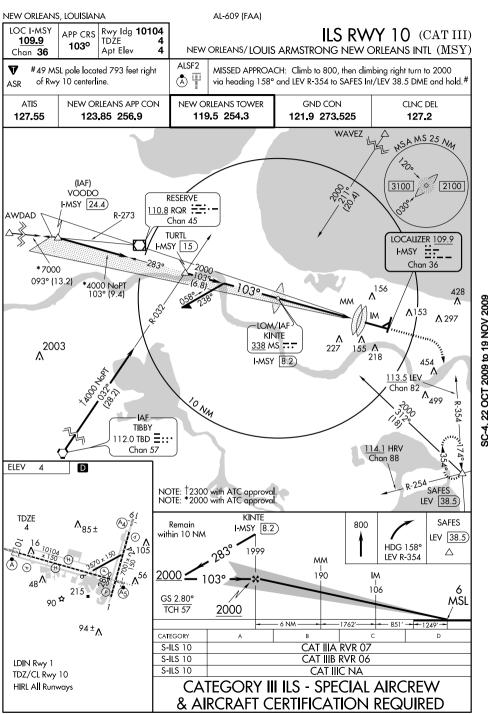


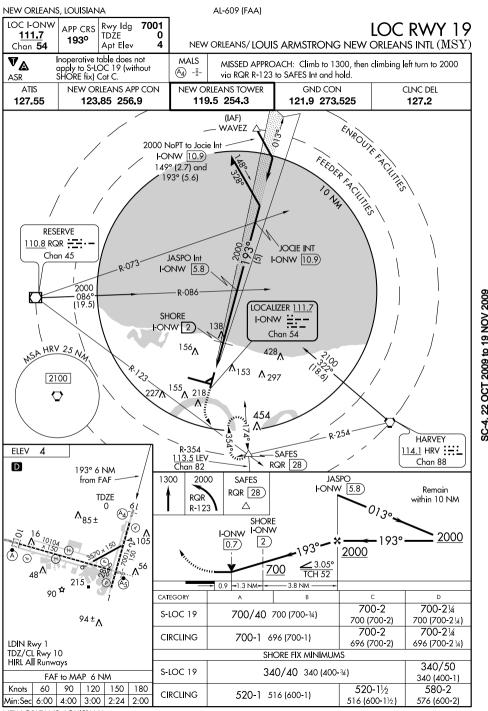


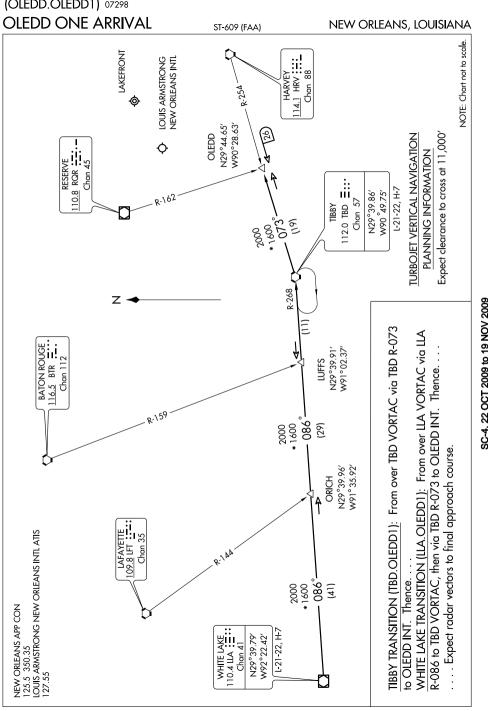


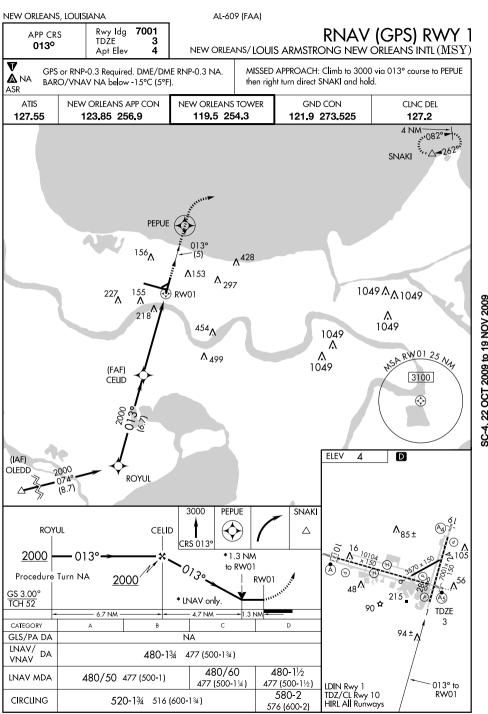


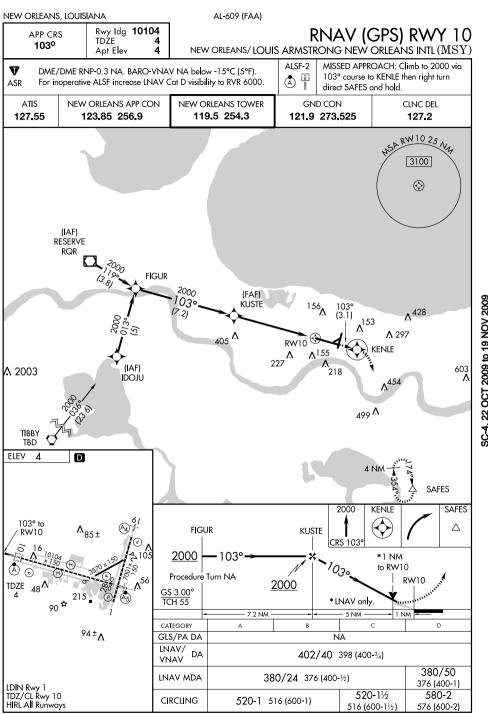


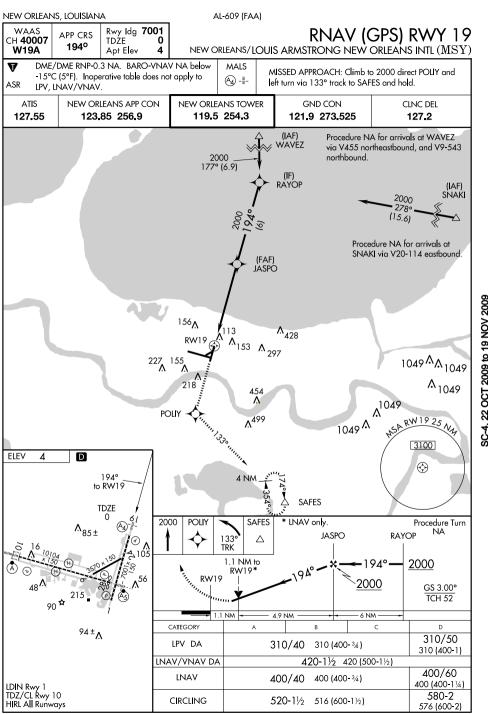


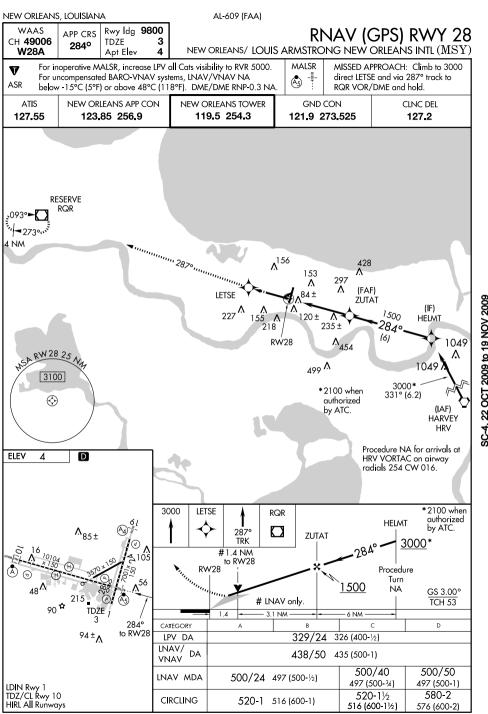








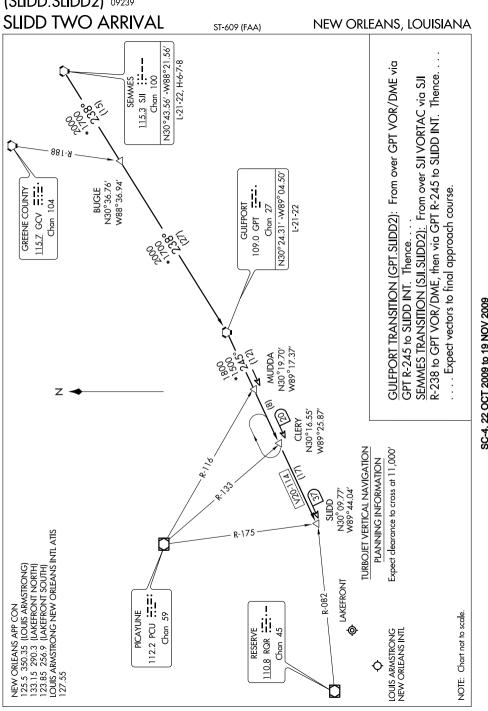


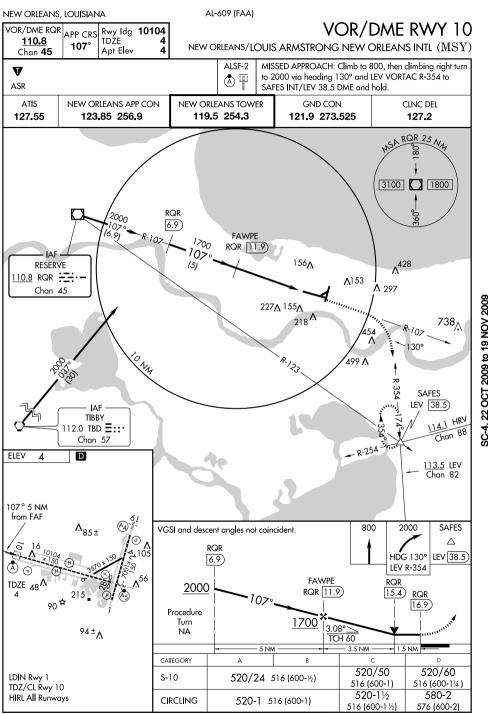


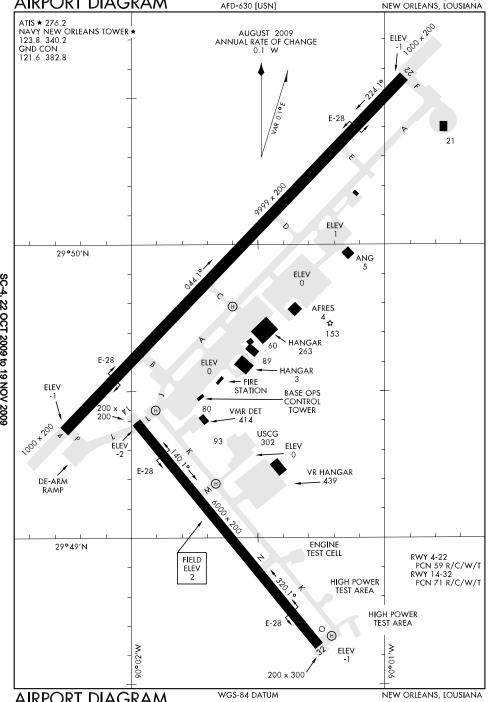
(RYTHM.RYTHM3) 07298 RYTHM THREE ARRIVAL NEW ORLEANS, LOUISIANA ST-609 (FAA) NEW ORLEANS APP CON 133.15 290.3 MERIDIAN 125.5 350.35 117.0 MEI :-LOUIS ARMSTRONG NEW ORLEANS INTL ATIS 127.55 Chan 117 N32°22.71′ -W88°48.26′ L-18. H-6 NATCHEZ 110.0 HEZ :::.. Chan 37 McCOMB 116.7 MCB =:--N31° 37.09′ -W91° 17.98′ Chan 114 L-22, H-6 N31°18 27′ -W90°15 49′ **BLEUZ** N31°40.14′ L-21-22, H-6 W89°29.35′ EATON 110.6 LBY =: -Chan 43 N31° 25.12′ ZYDCO W89°20.26' N30°53.26′ L-22 W90°13.65' -1800 -73° R.302 **FOILS** N30°41.26′ R-282 W90°12.77′ R-262 **RYTHM** R-253 N30°32.41′ -W90°12.13′ **PICAYUNE** TURBOJET VERTICAL NAVIGATION Œ 112.2 PCU :==: **OYSTY** PLANNING INFORMATION Chan 59 N30° 28.25′ 250K IAS Expect clearance W90°11.82′ to cross at 11,000'. [] [] WAVEZ N30°18.68′ **RESERVE** W90°11.13′ 110.8 RQR :--:-R.055 Chan 45 RWY 19 LAKEFRONT LOCALIZER 111.7 LOUIS ARMSTRONG **NEW ORLEANS INTL** HONW =-Chan 54 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

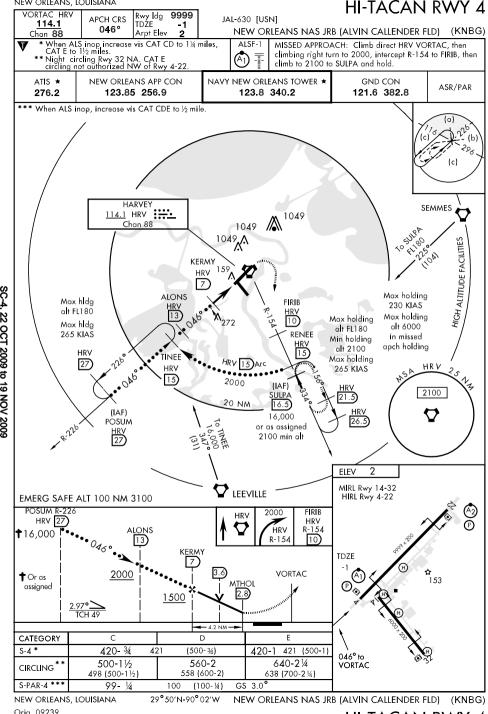
SC-4 22 OCT 2009 to 19 NOV 2009

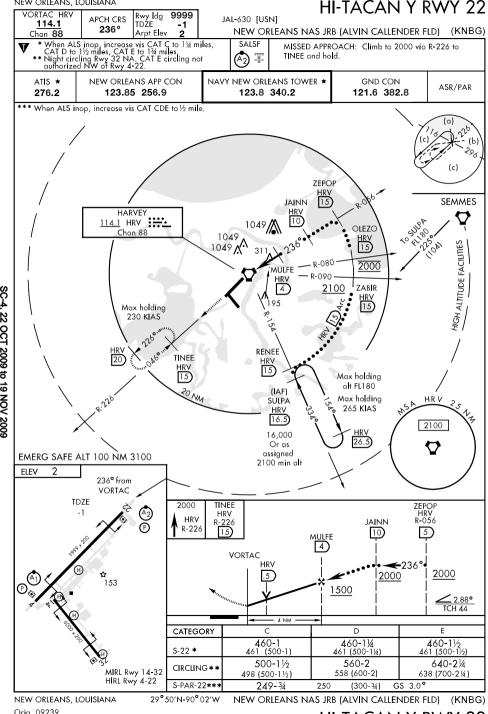
(RYTHM.RYTHM3) 06159 RYTHM THREE ARRIVAL NEW ORLEANS, LOUISIANA ST-609 (FAA) ARRIVAL DESCRIPTION EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . . MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . . NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence.... LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach. LANDING OTHER: Expect vectors to final approach course. SC-4 22 OCT 2009 to 19 NOV 2009

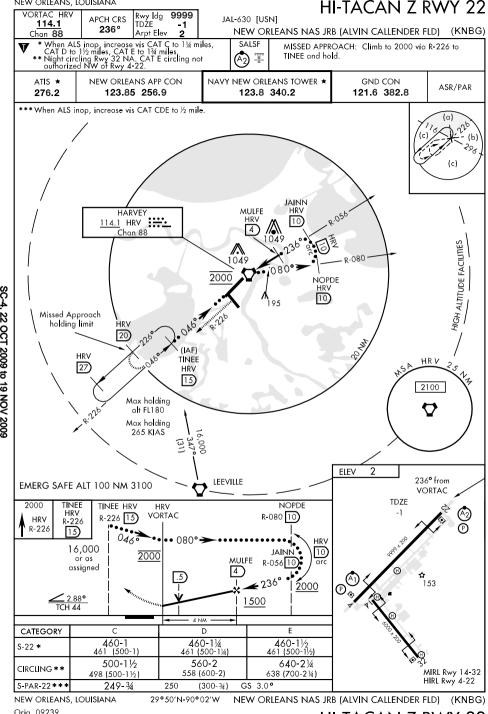


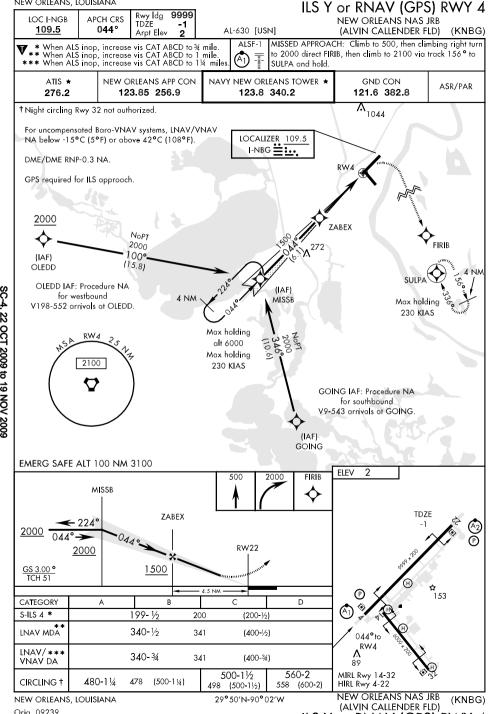


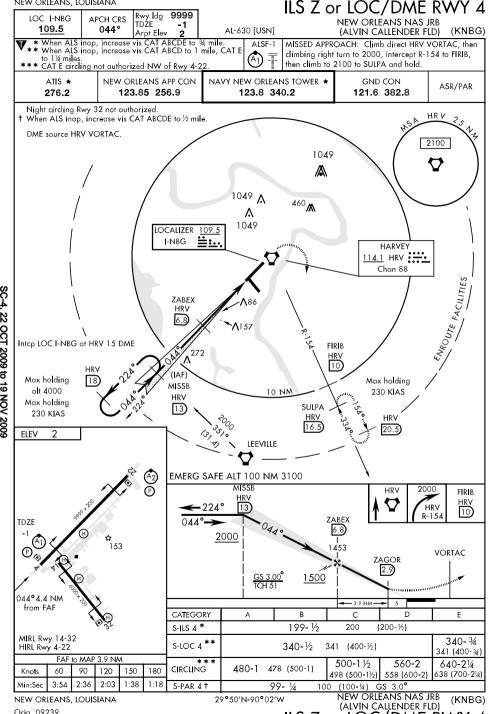


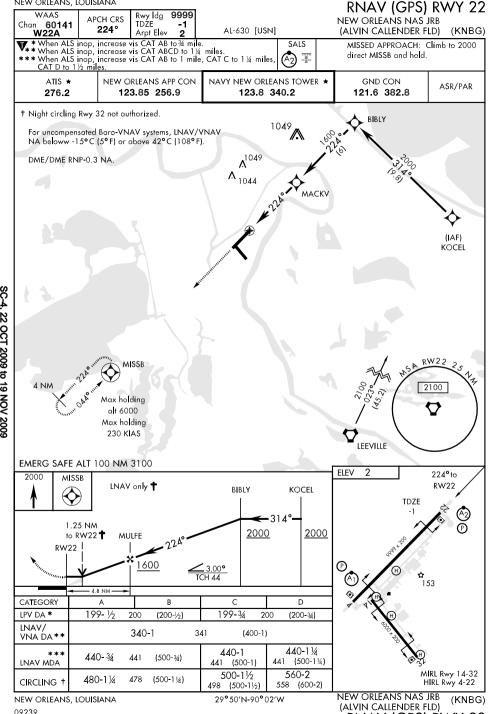


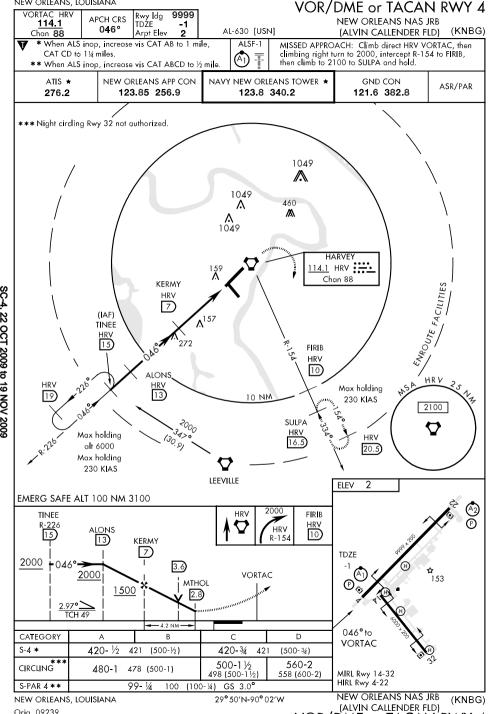


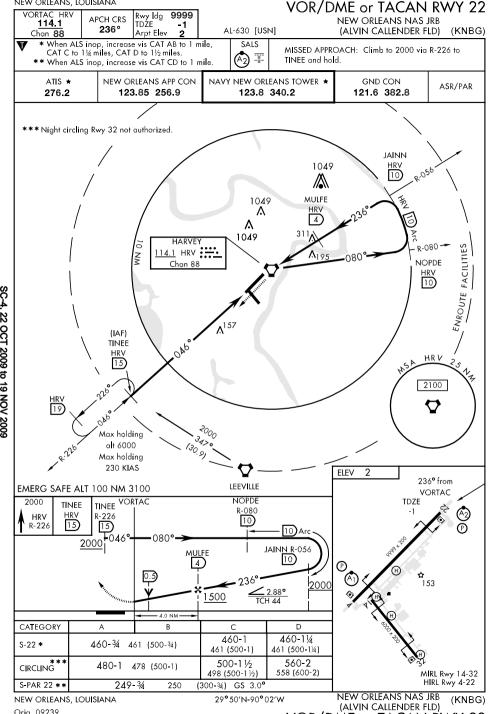


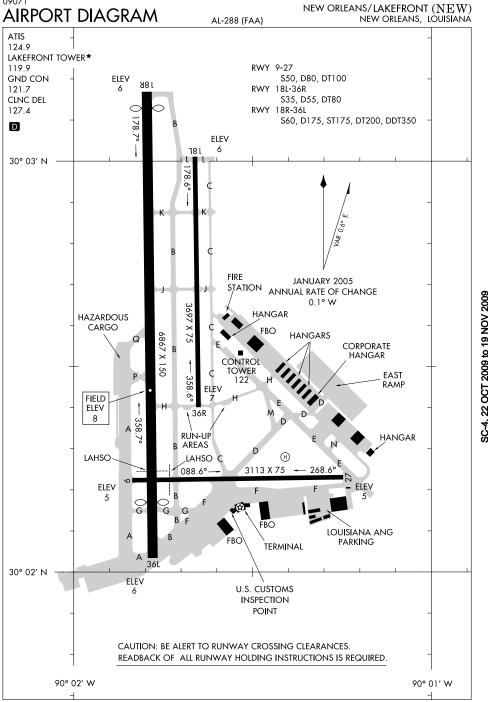


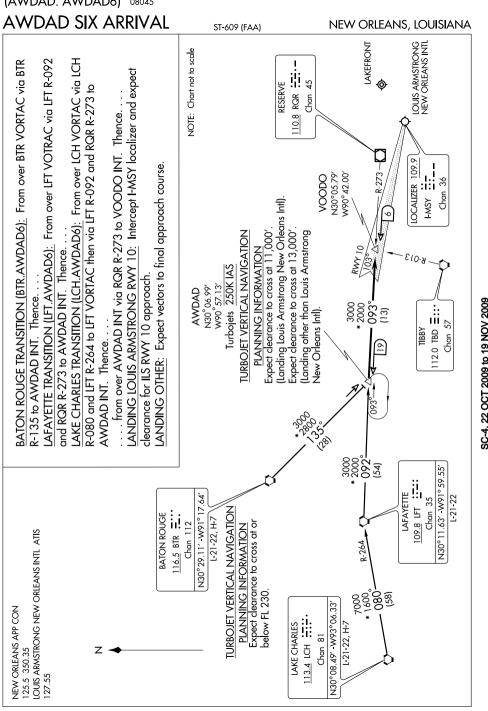


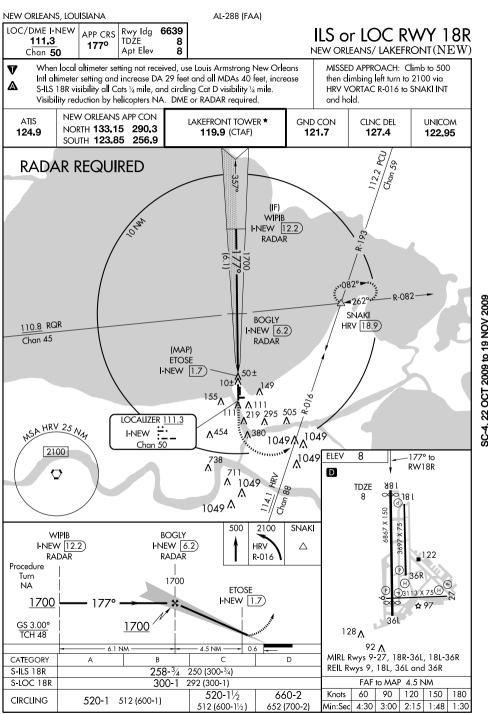


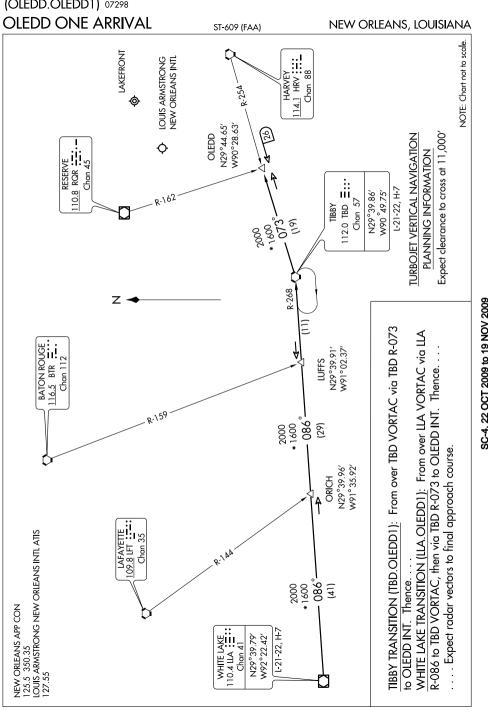












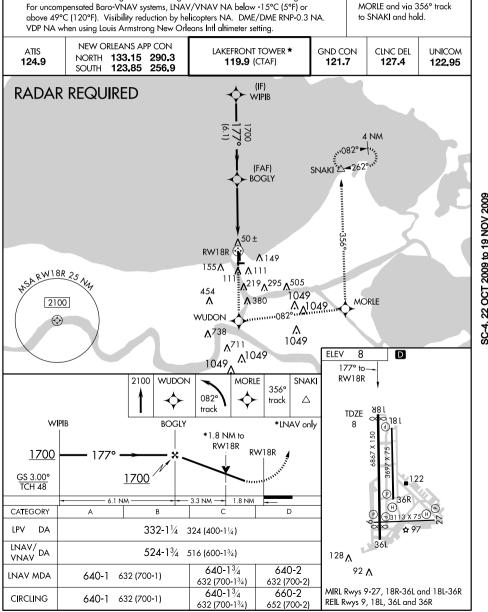
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile.

WAAS

W18A

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct WUDON and left turn via 082° track to

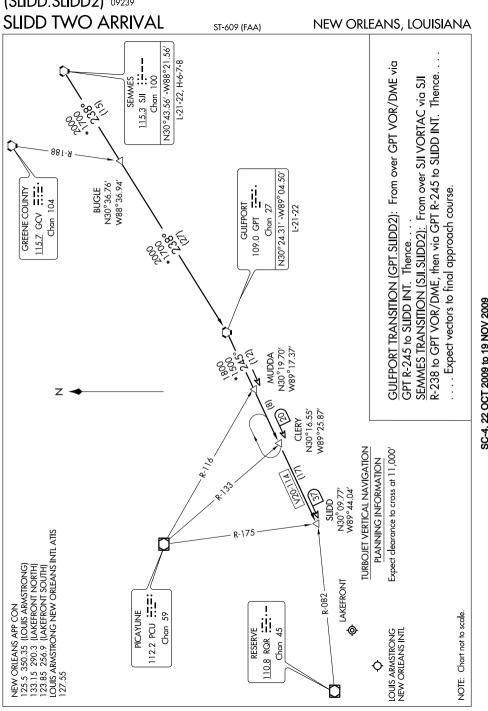


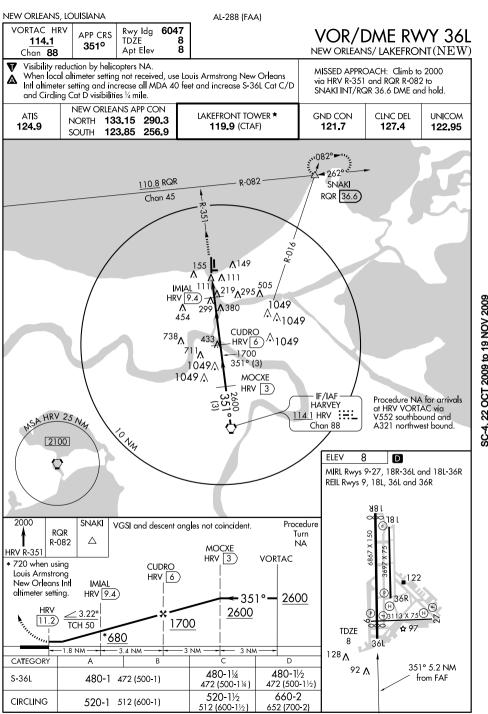
SC-4 22 OCT 2009 to 19 NOV 2009

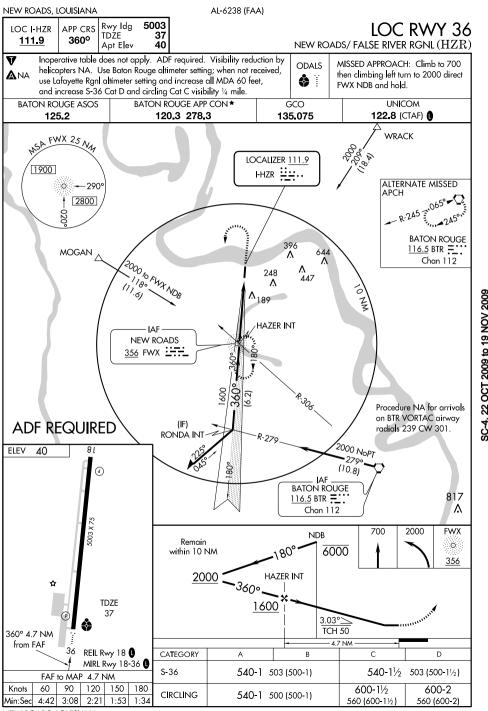
(RYTHM.RYTHM3) 07298 RYTHM THREE ARRIVAL NEW ORLEANS, LOUISIANA ST-609 (FAA) NEW ORLEANS APP CON 133.15 290.3 MERIDIAN 125.5 350.35 117.0 MEI :-LOUIS ARMSTRONG NEW ORLEANS INTL ATIS 127.55 Chan 117 N32°22.71′ -W88°48.26′ L-18. H-6 NATCHEZ 110.0 HEZ :::.. Chan 37 McCOMB 116.7 MCB =:--N31° 37.09′ -W91° 17.98′ Chan 114 L-22, H-6 N31°18 27′ -W90°15 49′ **BLEUZ** N31°40.14′ L-21-22, H-6 W89°29.35′ EATON 110.6 LBY =: -Chan 43 N31° 25.12′ ZYDCO W89°20.26' N30°53.26′ L-22 W90°13.65' -1800 -73° R.302 **FOILS** N30°41.26′ R-282 W90°12.77′ R-262 **RYTHM** R-253 N30°32.41′ -W90°12.13′ **PICAYUNE** TURBOJET VERTICAL NAVIGATION Œ 112.2 PCU :==: **OYSTY** PLANNING INFORMATION Chan 59 N30° 28.25′ 250K IAS Expect clearance W90°11.82′ to cross at 11,000'. [] [] WAVEZ N30°18.68′ **RESERVE** W90°11.13′ 110.8 RQR :--:-R.055 Chan 45 RWY 19 LAKEFRONT LOCALIZER 111.7 LOUIS ARMSTRONG **NEW ORLEANS INTL** HONW =-Chan 54 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

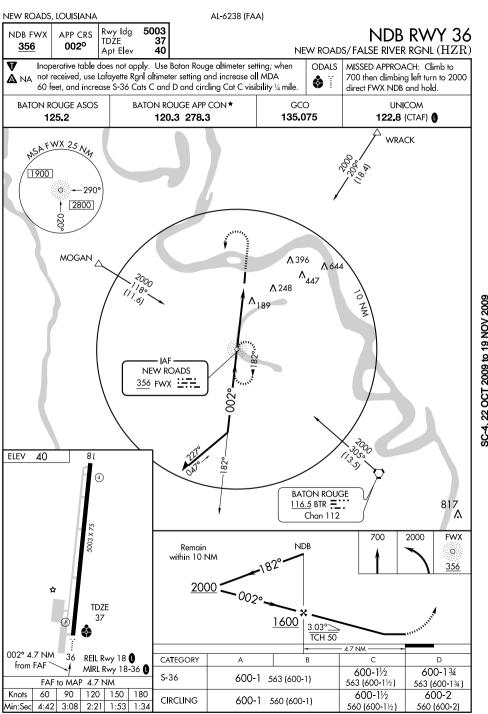
SC-4 22 OCT 2009 to 19 NOV 2009

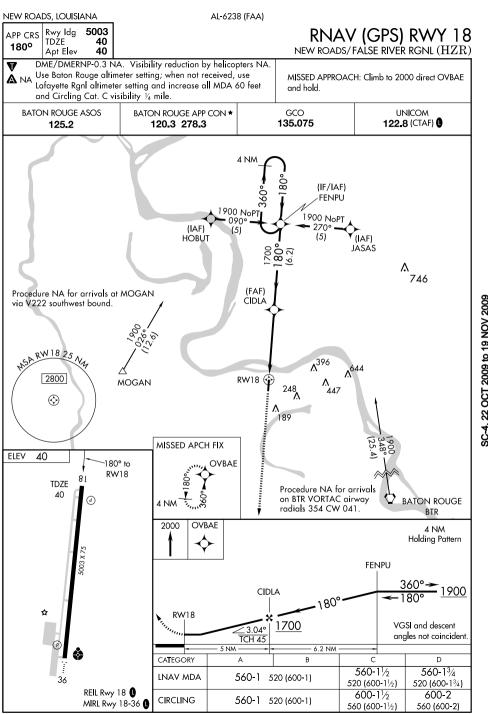
(RYTHM.RYTHM3) 06159 RYTHM THREE ARRIVAL NEW ORLEANS, LOUISIANA ST-609 (FAA) ARRIVAL DESCRIPTION EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . . MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . . NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence.... LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach. LANDING OTHER: Expect vectors to final approach course. SC-4 22 OCT 2009 to 19 NOV 2009

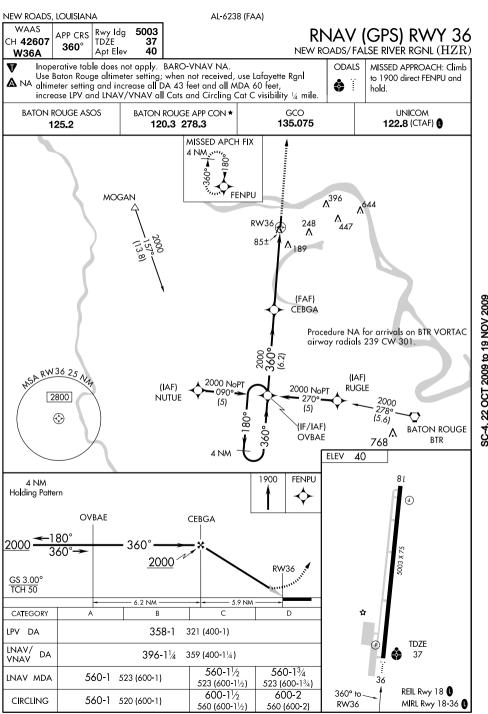


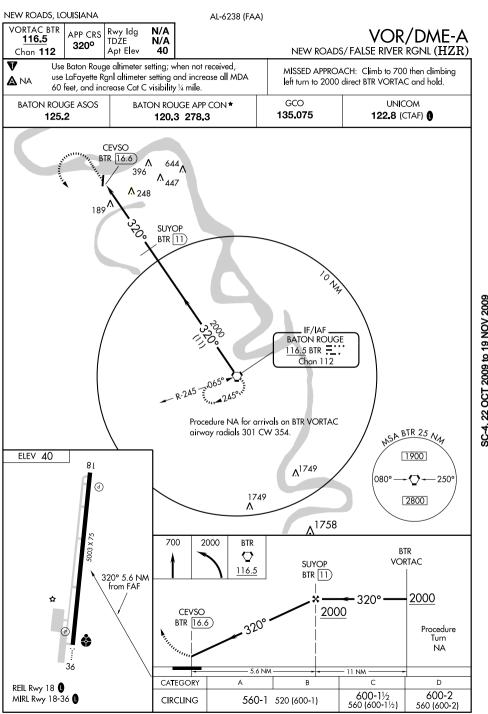


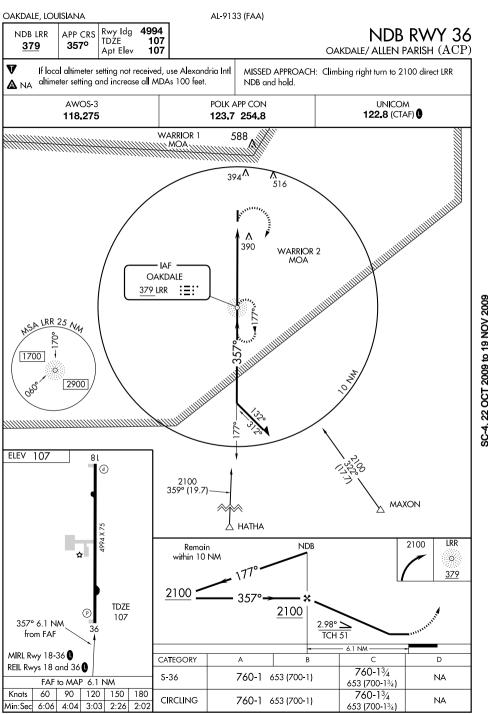


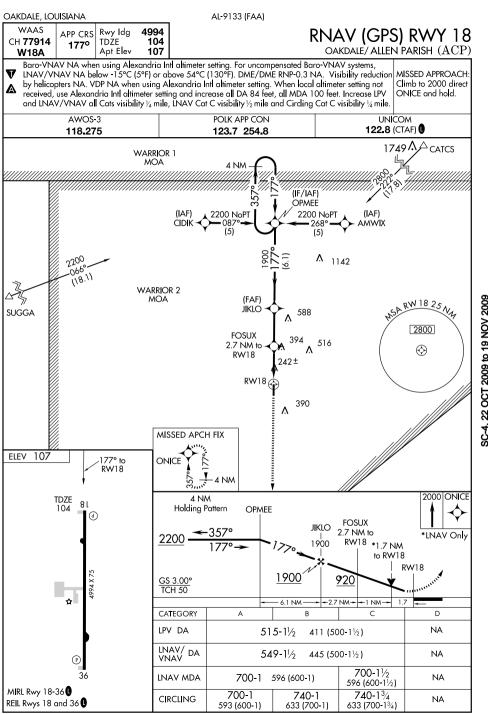


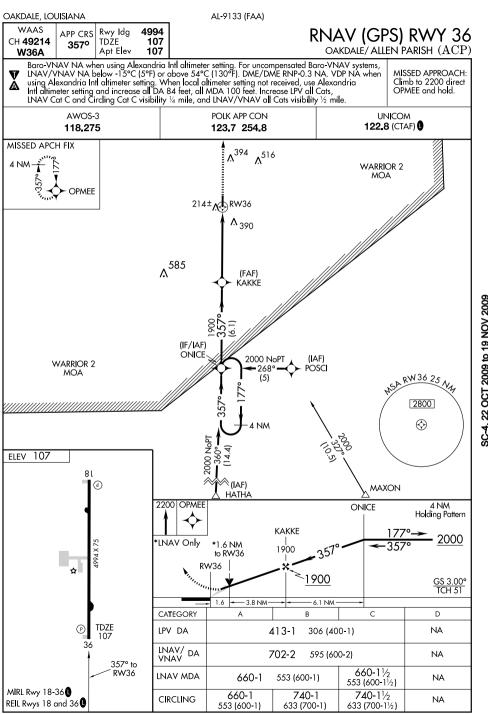


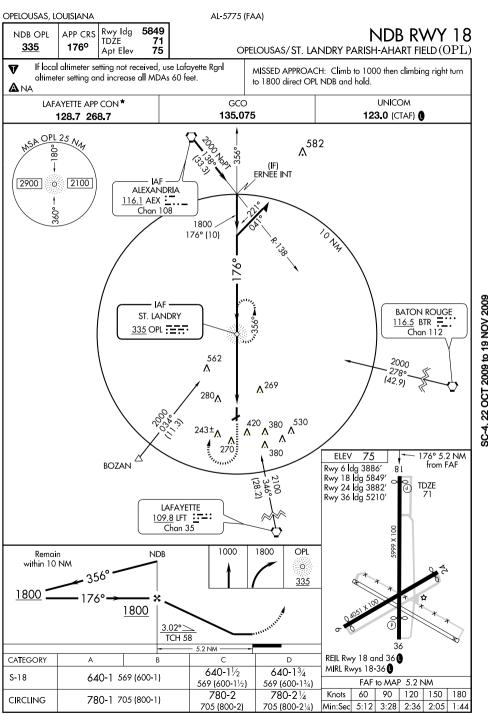


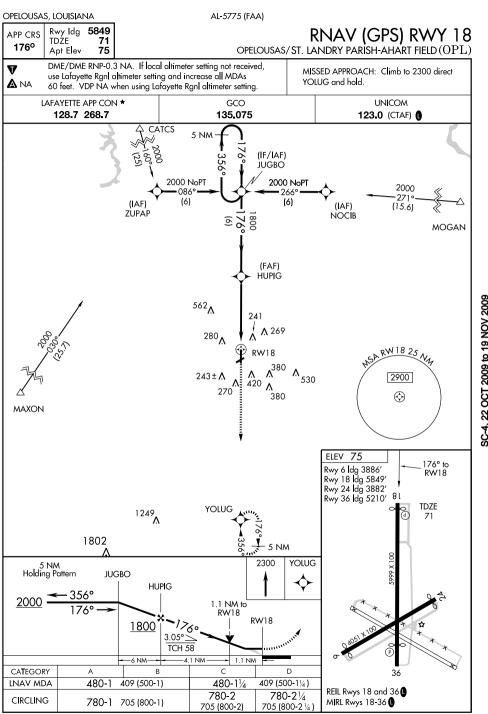


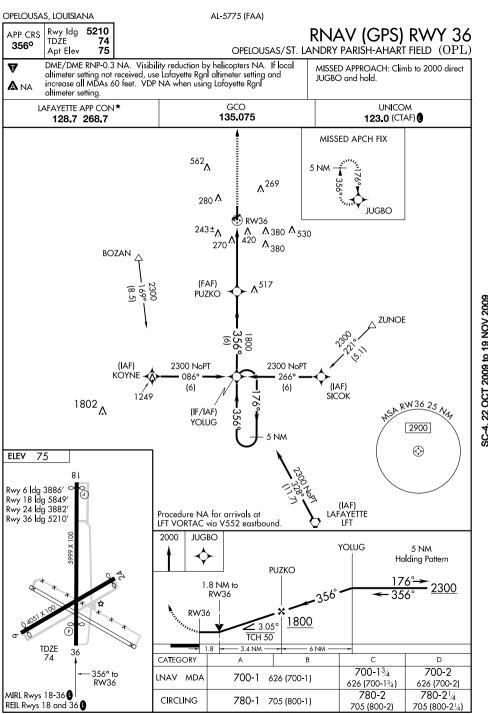


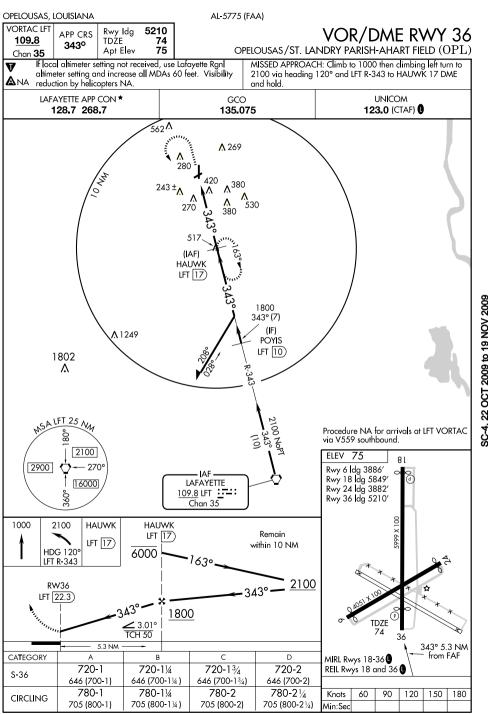


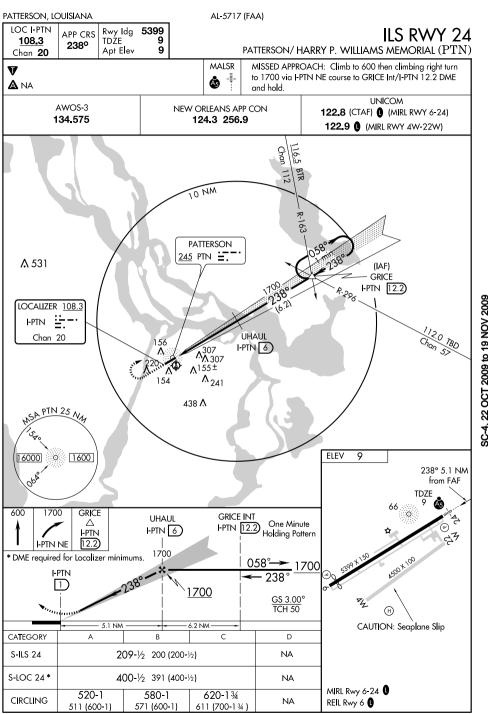


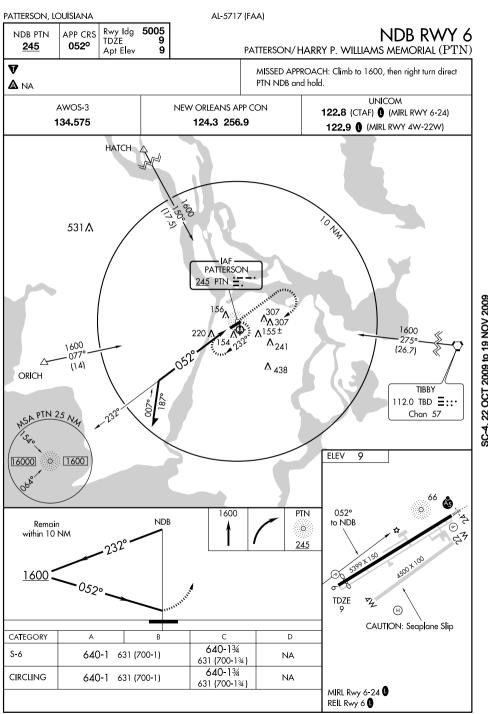


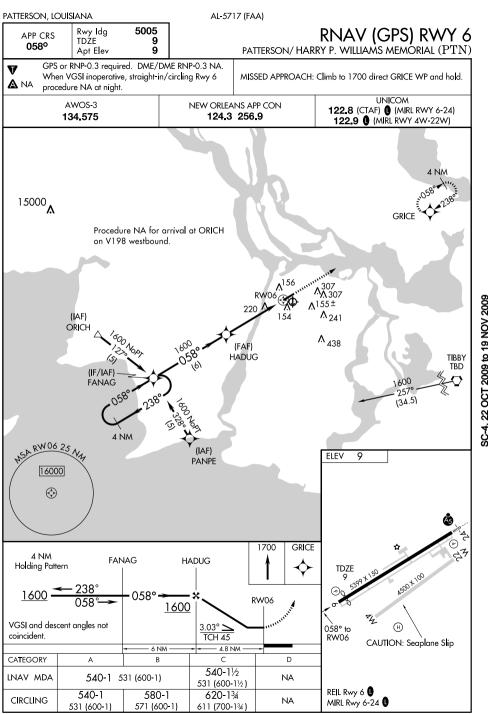


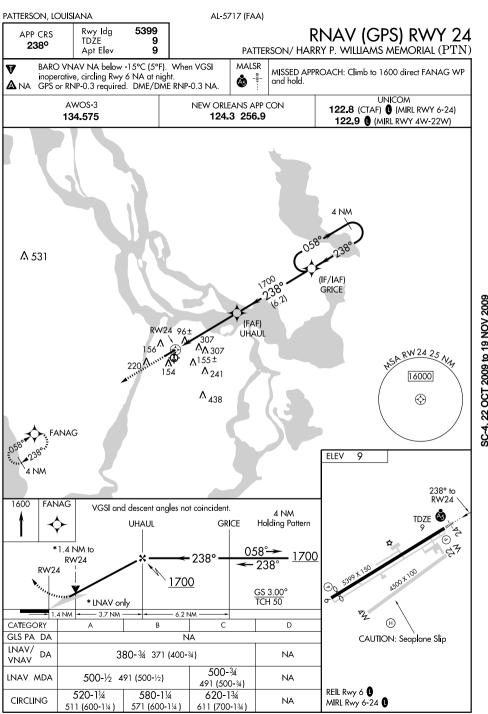


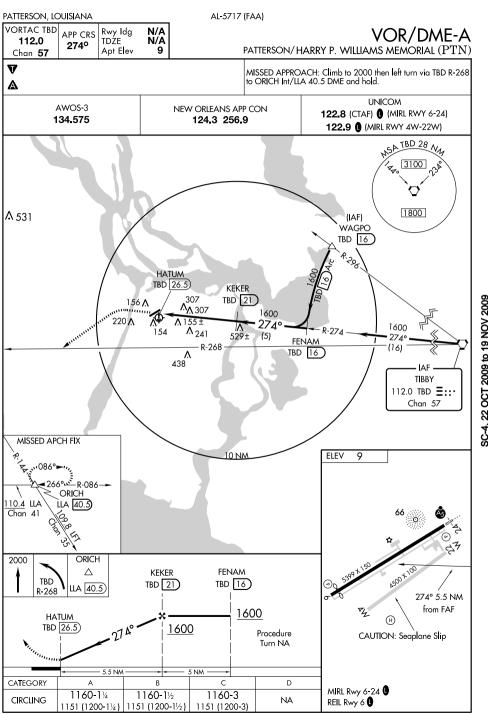


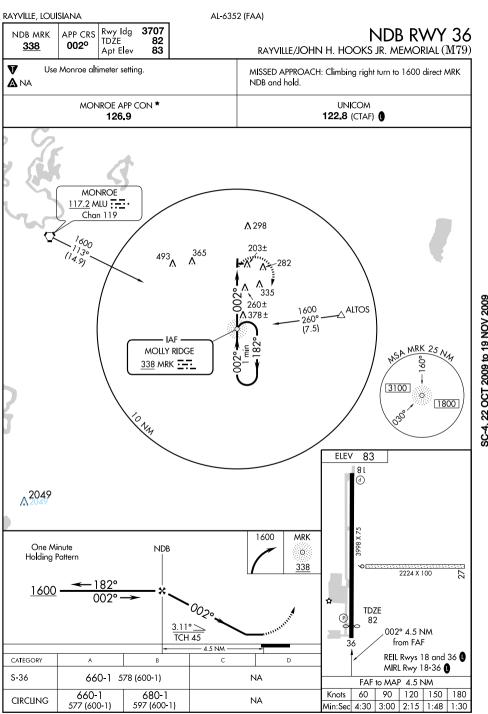


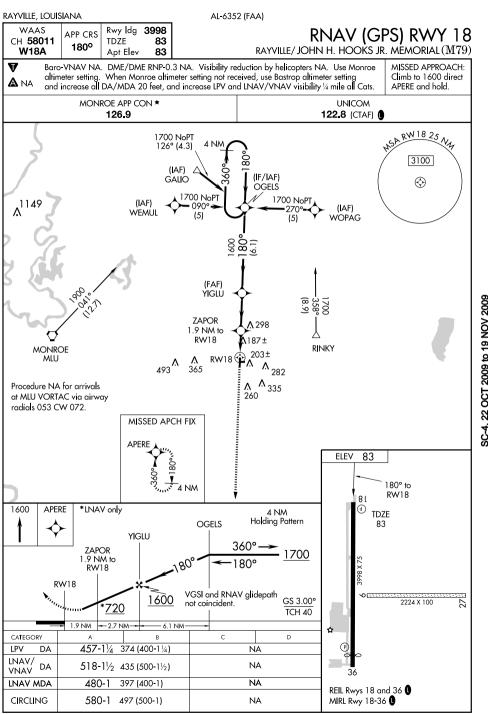


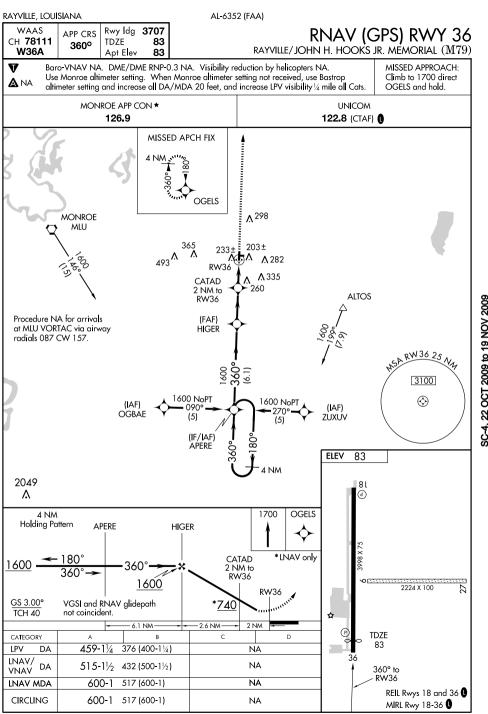


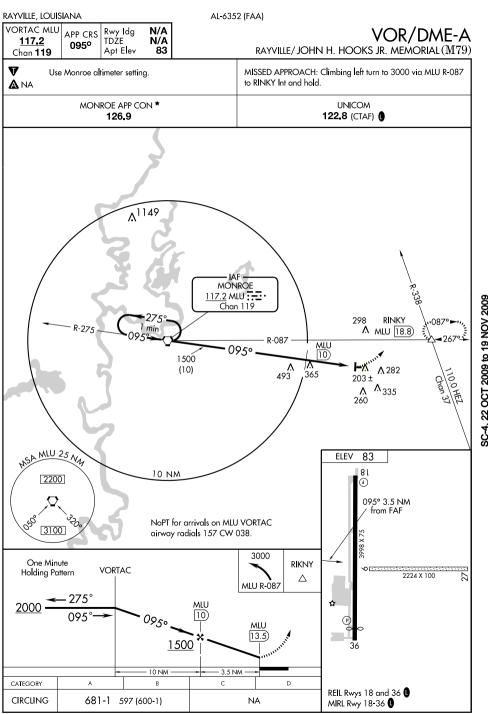




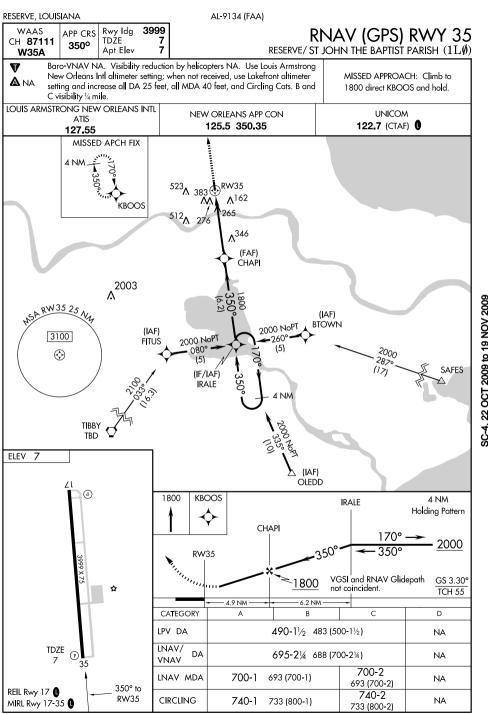


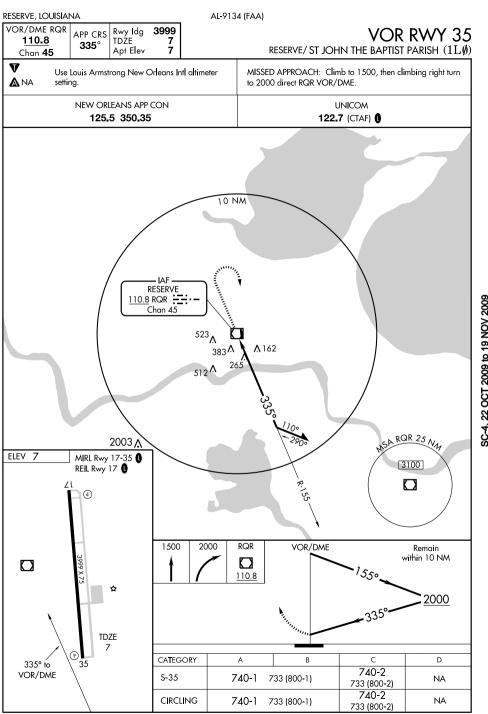


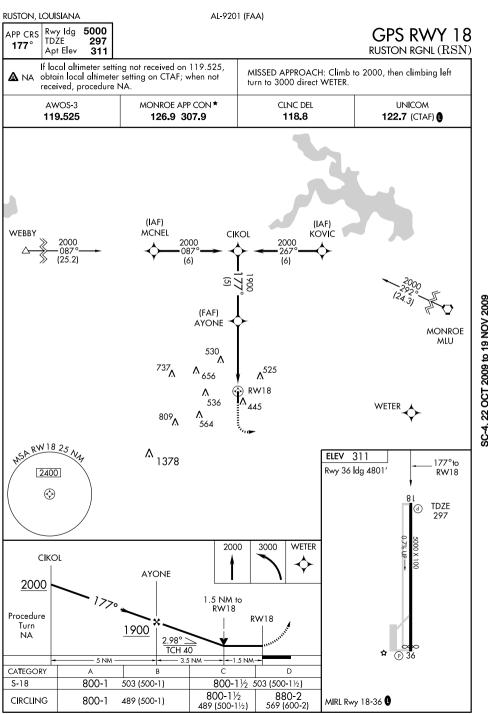


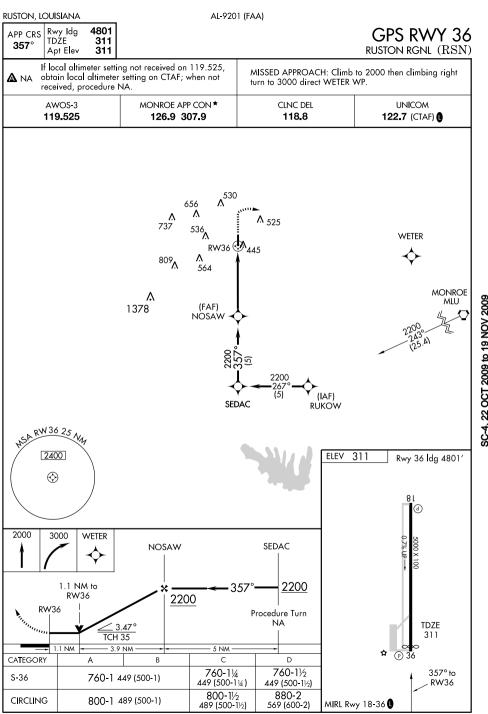


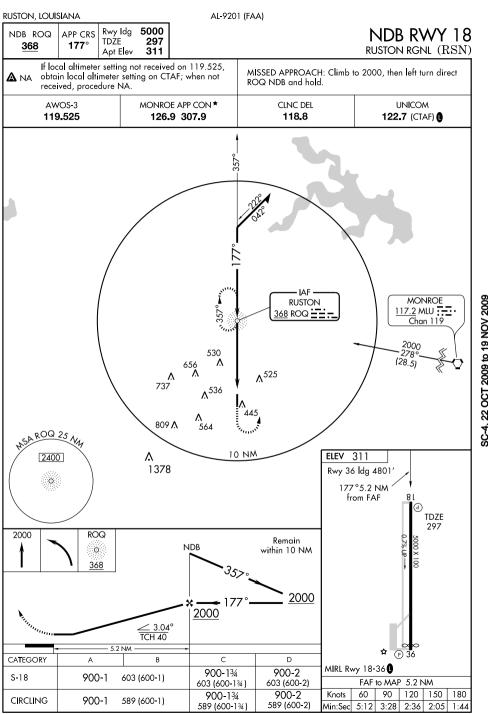
RESERVE, LOUISIANA AL-9134 (FAA) 3999 Rwy Ida RNAV (GPS) RWY 17 APP CRS TDŹE 170° RESERVE/ST JOHN THE BAPTIST PARISH $(1L\emptyset)$ Apt Elev 7 DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA. V Use Louis Armstrong New Orleans Intl altimeter setting; when not received, MISSED APPROACH: Climb \mathbf{A} NA use Lakefront altimeter setting and increase all MDA 40 feet and increase to 2000 direct IRALE and hold. Circling Cats B and C visibility ¼ mile. LOUIS ARMSTRONG NEW ORLEANS INTL NEW ORLEANS APP CON UNICOM ATIS 125.5 350.35 122.7 (CTAF) 0 127,55 (IAF) Procedure NA for arrivals at WAVEZ via V455 TICKS northeast bound and at VEILS via V114-566 northwest bound 4 NM 1800 1800 NoPT 264° 1800 NoPT (17.3)WAVEZ 0970 (IAF) (8.5)**VEILS** (5)(IAF) SC-4, 22 OCT 2009 to 19 NOV 2009 APOLE (IF/IAF) KBOOS SA RW17 25 M (FAF) GASNE 3100 \Diamond ۸¹⁶² **ELEV** 170° to 383^\ MISSED APCH FIX RW17 265 512 TDZE 6 -4 NM 4 NM 2000 **IRALE** Holding Pattern **KBOOS GASNE** RW17 1700 3.04°≥ VGSI and descent anales not coincident. TCH 40 6 NM -5.1 NM-CATEGORY Α C D 540-11/2 540-1 LNAV MDA 534 (600-1) NA 534 (600-11/2) REIL Rwy 17 🗓 740-2 CIRCLING 740-1 NA 733 (800-1) MIRL Rwy 17-35 733 (800-2)

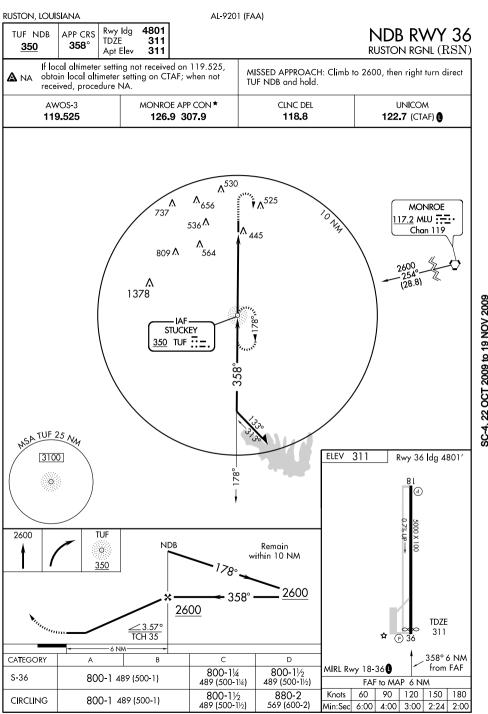


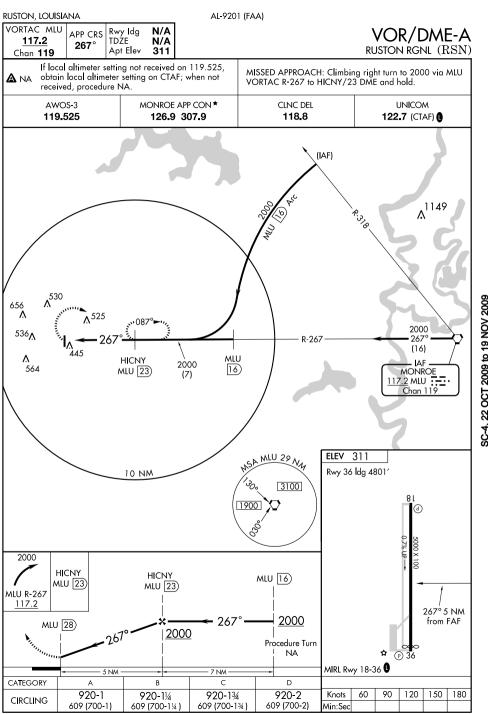


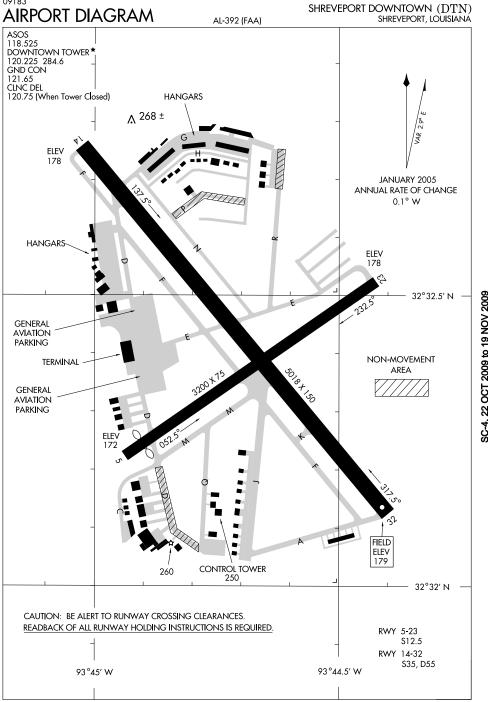


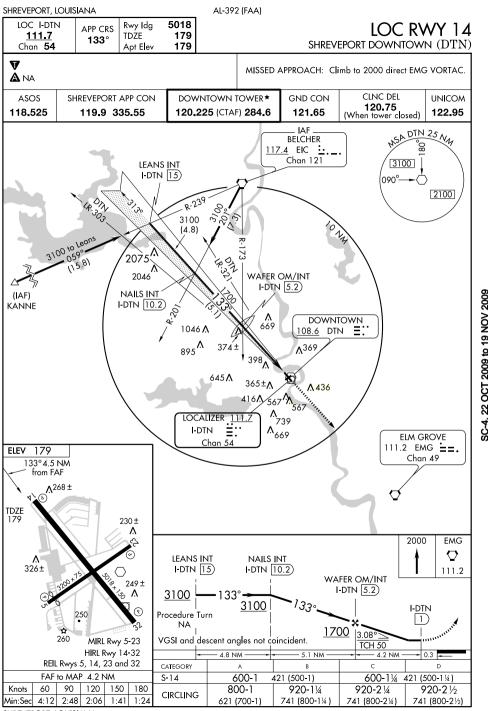






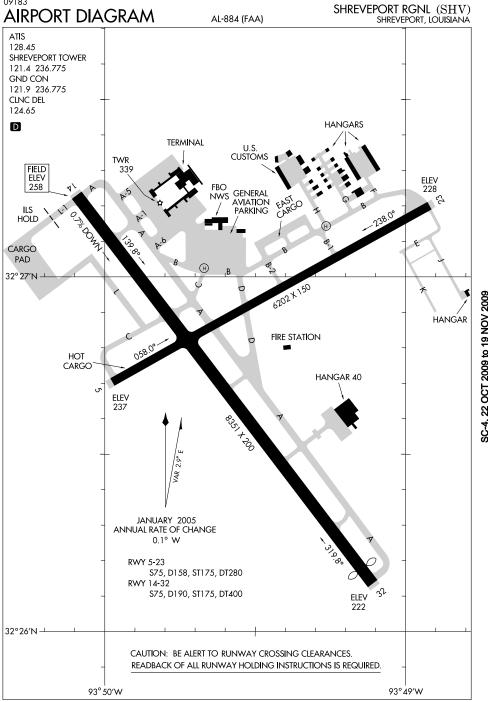


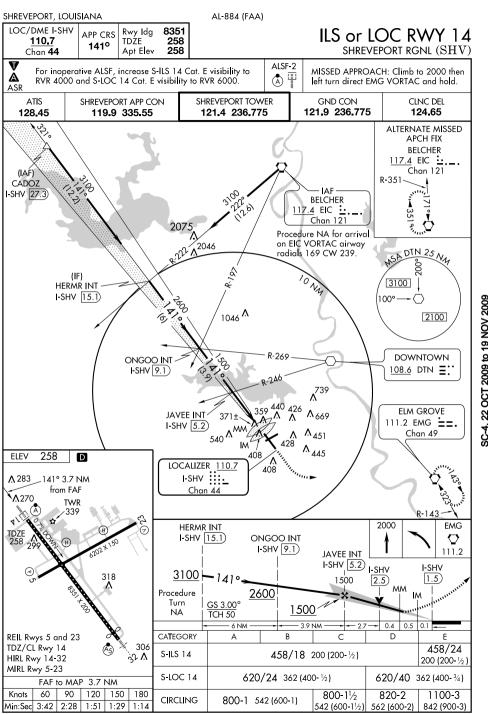


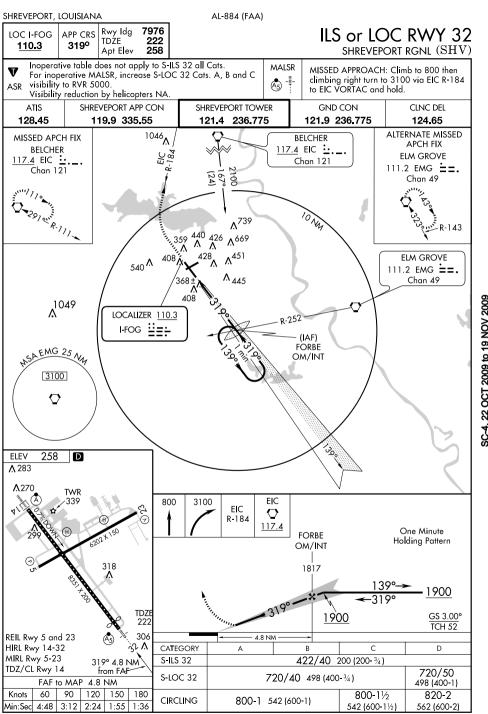


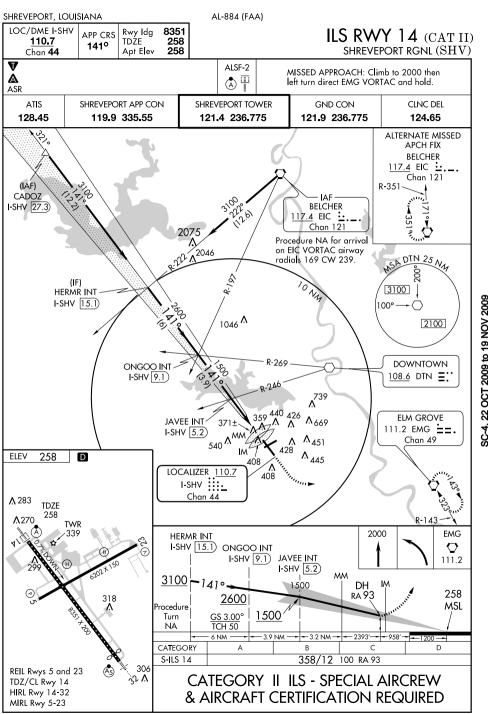
SHREVEPORT, LOUISIANA AL-392 (FAA)					
WAAS CH 97399 W14A APP CRS TDZE TDZE Apt Elev	179	RNAV (GPS) RWY 14 SHREVEPORT DOWNTOWN (DTN)			
Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -1.5°C (5°F). Baro-VNAV NA when using Shreveport Rgnl altimeter setting. MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.					rn via 132°
ASOS SHREVEPORT APP CON 118.525 119.9 335.55	SOS SHREVEPORT APP CON DOWNTOWN TOWE		GND CON 121.65	CLNC DEL 120.75 (When tower close	UNICOM 122.95
(IAF) Procedure NA for arrivals at EIC VORTAC on airway radials 169 CW 268. (IF/IAF) ZOROD JUVES					
(IAF) KANNE (N6-11 2046 (FAF) SOMUE A 669					
1046 A 895 A 267± A369 398 A RW14 645 A 365± A 365± A 365 A 3669 ELM GROVE EMG					
135° to RW14 A ^{268 ±}				Q.33.5	₹3° 4 NM
TDZE 179 230±	4 NM Holding Pattern 3100	ZOROD 15° 735° 2600 -3.2 NM	1900 1900 1900 1900 1900 1900 1900 1900	MUE 1:	RK PMG 200 1111.2
MIRL Rwy 5-23 HIRL Rwy 14-32 REIL Rwys 5, 14, 23 and 32	LNAV MDA CIRCLING	800-1 (800-1¾ 621 (700-1¾)	621 (700-1) 920-1 ³ / ₄ 741 (800-1 ³ / ₄)	800-134 621 (700-134) 920-214 741 (800-214)	800-2 621 (700-2) 920-2½ 741 (800-2½)

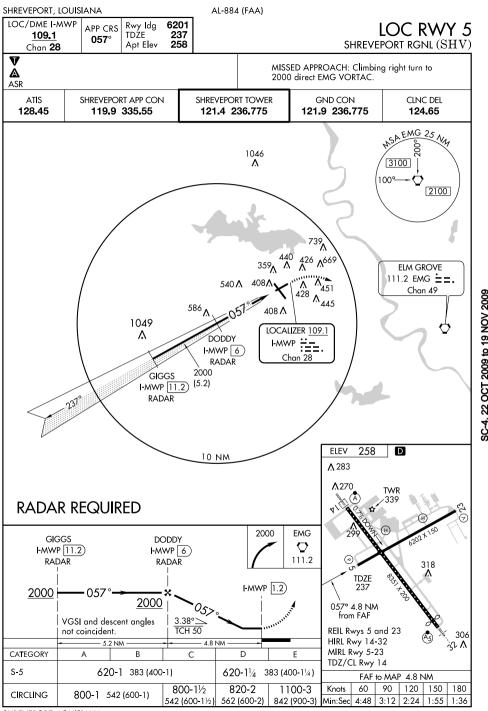
SC-4 22 OCT 2009 to 19 NOV 2009











SHREVEPORT, LOUISIANA AL-884 (FAA) WAAS Rwy Idg 6201 RNAV (GPS) RWY 5 APP CRS CH 49213 TDŹE 237 057° SHREVEPORT RGNL (SHV) Apt Elev 258 W05A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or MISSED APPROACH: Climb to ASR above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. 3000 direct MMIKE and hold. SHREVEPORT APP CON SHREVEPORT TOWER GND CON CLNC DEL ATIS 128.45 119.9 335.55 121.4 236.775 121.9 236.775 124.65 Λ 1046 4 NM Procedure NA for arrivals at WORKS WORKS via V566 Southwest bound. 3000 (IAF) 10> DEEEH 17.91 739 408 ۸₄₅₁ 490 A ۸₄₄₅ 408 1049 (FAF) GASSR SC-4, 22 OCT 2009 to 19 NOV 2009 (6 A) (IF/IAF) DOCKK RW05 25 NZ 4 NM 3100 \bigcirc (IAF) QEENB 258 **ELEV** Λ 283 Procedure NA for arrivals at EXITE via V407 Southwest bound. Λ270 **EXITE** 3000 MMIKE 4 NM **DOCKK** Holdina Pattern **GASSR** 2100 * LNAV Only. *1.4 NM to RW05 RW05 318 GS 3.00° **TDZE** 1600 TCH 51 237 6.4 NM - 2.7 NM -- 1.4 NM CATEGORY D 057° to RW05 LPV DA 594-11/4 357 (400-11/4) 306 LNAV/ 708-13/4 471 (500-13/4) VNAV DA 720-11/4 720-11/2 REIL Rwys 5 and 23 LNAV MDA 720-1 483 (500-1) 483 (500-11/4) 483 (500-11/2) TDZ/CL Rwy 14 HIRL Rwy 14-32 800-11/2 820-2 CIRCLING 800-1 542 (600-1) MIRL Rwy 5-23 542 (600-11/2) 562 (600-2)

